



Transportation Improvement Board
January 27-28, 2005 – Bremerton, Washington
Meeting Location: Kitsap Conference Center – 100 Washington Avenue
360-377-3785
Lodging Location: Hampton Inn & Suites – 150 Washington Avenue
360-405-0200

JANUARY 27, 2005 – 1:00 PM
SPECIAL WORK SESSION

- | | | |
|--|---|------|
| 1. MEETING PURPOSE & OBJECTIVES | Bill Ganley, Chair | |
| 2. SMALL CITIES | Facilitator: Faith Trimble | |
| Time: 1:10 – 3:30 PM | | |
| | | Page |
| A. Historical Overview of Small Cities Program (10 min) | Omar Mehyar | |
| B. Small City Investment Proposals (10 min) | Steve Gorcester | 1 |
| C. Small City Panel (1 hr) | Art Tackett, Mary Hollis, Steve Jenkins | |
| D. Board Exercise: Spending Priorities (1 hr) | Board Members | 5 |
| DIRECTION TO STAFF: | | |
| What small city products should have new or increased investments? | | |
| 3. BREAK | | |
| Time: 3:30 – 3:45 PM | | |
| 4. URBAN CORRIDORS | Facilitator: Faith Trimble | |
| Time: 3:45 PM – 5:45 PM | | |
| | | Page |
| A. Overview of Urban Corridor Program (15 min) | Steve Gorcester | 9 |
| B. Board Exercise: Corridor Evaluation Process (1 hr) | Board Members | |
| C. Debrief: What worked, what didn't? (45 min) | Board Members | |
| DIRECTION TO STAFF: | | |
| Is the program workable? | | |
| Are the evaluation criteria on target? | | |
| 5. Wrap Up | Facilitator: Faith Trimble | |
| Time: 5:45 – 6:00 PM | | |
| A. Summarize results of meeting | Board Members | |
| B. Adjourn | | |

Dinner (*on your own*)



Transportation Improvement Board
January 27-28, 2005 – Bremerton, Washington
Meeting Location: Kitsap Conference Center – 100 Washington Avenue
360-377-3785
Lodging Location: Hampton Inn & Suites – 150 Washington Avenue
360-405-0200

January 28, 2005 – 9:00 AM
BOARD AGENDA

		Page
1.	CALL TO ORDER	Chair Ganley
2.	WAC Presentation/Public Hearing	Chair Ganley 11
	a. WAC 479-12-150– Matching ratios for AIP Projects	
	b. WAC 479-14-180– Local/private matching funds on TPP projects	
3.	ACTION ON WAC REVISIONS	Chair Ganley
4.	GENERAL MATTERS	
	A. Approval of November 19, 2004 Minutes	Chair Ganley 16
	B. Communications	Steve Gorcester
	1. Project Selection Newspaper Articles	20
	2. Sequim: City budget riding highway to approval– <i>Peninsula Daily News</i>	36
	3. Roundabout project still up in the air – <i>The Chronicle</i>	37
	4. Chehalis City Council approves initial roundabout design – <i>The Chronicle</i>	38
	5. Des Moines celebrates Pacific Highway project – <i>So. Co. Business Report</i>	39
	6. Sound Transit-led partnership delivers Eastside project – <i>Sound Transit</i>	41
	7. SRTC: Valley couplet traffic flow to drop – <i>Spokesman Review</i>	43
	8. Concrete’s street renovation sparks growth – <i>Skagit Co Business Pulse</i>	45
5.	LOCAL PRESENTATIONS	Omar Mehyar
6.	NON-ACTION ITEMS	
	A. Chair’s Report to the Board	Chair Ganley
	B. Executive Director’s Report	Steve Gorcester
	C. Review of Emergent Nature Policy	Steve Gorcester 46
	D. Strategic Plan and SWOT Report	Rich Struna 47
	E. Financial Status	Rich Struna 50
	F. Project Activity Report (11/1/04-12/31/04)	Steve Gorcester 53
7.	REVIEW OF NEW TRAVEL FORMS	Eileen Bushman
8.	FUTURE MEETINGS	
	March 24-25, 2005 – Lacey	
	May 19-20, 2005 – Yakima	
	July 21-22, 2005 – Spokane	
	September 22-23, 2005 – Walla Walla	
	November 17-18, 2005 - Vancouver	
9.	ADJOURNMENT	



Small City Investment Choices

January 27, 2005

The TIB previously decided to prioritize an approximate doubling of the annual investment in Small City programs under current law and in future legislative requests. Doubling of small city funding equates to an annual funding level of about \$15 million, not including historical federal match allocations. Under current law funding, the additional \$5 million to \$7.5 million would come from retiring debt service between 2005 and 2009. If awarded, a new law funding request of \$5 million per year would allow an earlier start for additive programs, and a larger overall funding level in both small city and urban programs.

Investment Options

The Board is being asked to review the following investment options, identify other investments options, consider policy implications and provide direction on investment priorities.

More of the Same: Add funding to increase the number of awarded Small City AIP Projects. Typical projects include street reconstruction, sidewalks, necessary utilities, \$500,000 limit with \$125,000 increase potential. Potential available funding under current law would add six to ten project awards per year.

- Estimated Funding Level: \$3 million to \$5 million per year
- Estimated Project Cost: \$500,000

Pros	Cons
Market demand	Poor project connectivity
Good project quality	High programmatic cost
Higher coverage* than options with high costs	

*/ coverage means number of agencies served per year

Expanded Maintenance Programs: Add funding to restore direct pavement preservation grants to small cities. Funding may be new law with program start in 2006 with 10,000 population ceiling, or current law with program start in 2008 and 5,000 population ceiling. TIB would also continue Newstreets paving projects using the TIB/WSDOT master contract.

- Estimated Funding Level: \$2 million per year
- Estimated Project Cost: \$50,000 to \$100,000

Pros	Cons
Very high market demand	If current law, expends a political opportunity
Very high priority with customers	Difficult to contain unit costs
Fills significant program gap	Too many structurally deficient streets
Coverage is good	Immediate cash flow impact
Low programmatic cost	ADA compliance costs

Small City Assessments: Add funding for groups of high priority projects identified by an assessment team. The assessment team would “punch list” potential projects and determine project ranking using TIB criteria. Funding would be provided for several high ranking projects at one time.

- Estimated Funding Level: \$5 million per year
- Estimated Project Cost: \$1 million to \$2.5 million

Pros	Cons
Assessment team can ensure good connectivity	Possible lack of sufficient local match
Good project quality	Lower coverage than other options
Possible scale economies and mobilization savings	High programmatic and project costs
Focus on assistance to customers in establishing priorities	Possible ineligible project components

Main Street Revitalization: Add funding for a focused effort on commercial main streets. The main program objective is to eliminate the adverse impact of dilapidated infrastructure on downtown economic activity and private investment.

- Estimated Funding Level: \$5 million per year
- Estimated Project Cost: \$1 million to \$2 million

Pros	Cons
Strong emphasis on improving local business environment	Commercial economy may not be revived in some towns
Good market demand	Possible lack of sufficient local match
Potential very high quality and economic benefits	High programmatic cost
	Lower coverage than other alternatives
	Possible ineligible project components

Comprehensive Sidewalk Program: Add funding to allow a more extensive investment in sidewalks in order to establish high connectivity between generators of pedestrian traffic. Focus would be on linking downtowns to schools, businesses, hospitals and public buildings.

- Estimated Funding Level: \$2.5 to \$3 million per year
- Estimated Project Cost: \$300,000 to \$500,000

Pros	Cons
High connectivity	Reduces funding available for failing arterials
Possible modest economy of scale benefits	Rapid realization of cash demand
Eliminates many ADA restrictions on maintenance projects	Poor street and drainage conditions may hamper implementation
Reduces ADA barriers	
Reduces many pedestrian-vehicle conflicts	
Relatively low project cost compare to other options	

Investment Choices	Small City Arterial Improvement Program	Expanded Maintenance Program	Small City Assessment	Main Street Revitalization	Comprehensive Sidewalk Program
Market Demand	High	Very High	High	Medium	High
Customer Priority	High	Very High	High	High	High
Project Quality	Medium	Medium	Medium	High	Medium
Coverage*	High	Medium	Low	Low	High
Connectivity	Low	Medium	Medium	Medium	High
Programmatic Cost	High	Low	High	High	Low
Local Match	Required		Required	Required	
Economic Impact	Medium	Medium	High	High	Medium
Economy of Scale	Low	Low	High	Medium	Medium
ADA Compliance		Compliance costs			<ul style="list-style-type: none"> Eliminates restrictions on maintenance projects Eliminates barriers
Estimated Annual Funding Level	\$3 to \$5 million	\$2 million	\$5 million	\$5 million	\$2.5 to \$3 million
Estimated Individual Project Cost	\$500,000	\$50,000 to \$100,000	\$1 to \$2.5 million	\$1 to \$2 million	\$300,000 to \$500,000
Other Issues:	<ul style="list-style-type: none"> Current program is familiar to customers 	<ul style="list-style-type: none"> If current law, expends a political opportunity Difficult to contain unit costs Too many structurally deficient street Immediate cash flow impact 	<ul style="list-style-type: none"> Focus on assistance to customers Extends TIB's traditional small city programs 	<ul style="list-style-type: none"> Commercial economy may not be revived in some towns Possible ineligible project components 	<ul style="list-style-type: none"> Eliminates many pedestrian-vehicle conflicts Poor street and drainage conditions may hamper implementation Relatively low project cost

* - Number of agencies served per year

Small Cities Investment Options -Worksheet

1/27/2005

As a workgroup, review each of the small cities' investment options in handout.

1. For each option list additional pros and cons, or note if you disagree with the pros and cons in the handout.
2. Describe alternative investment options identified by your workgroup.
3. Prioritize the investment options on a scale of 1-5, with 1 being highest priority.
4. Give staff direction on additional information you need about any of the investment options.

1. Pros and Cons

Option 1 : More of the Same	
Estimated Funding Level: \$3 million to \$5 million/year Estimated Project Cost: \$500,000	
Description	Add funding to Small City AIP Projects
Pros	
Cons	
Comments	

Option 2 : Expanded Maintenance Programs	
Estimated Funding Level: \$2 million/year Estimated Project Cost: \$50,000 to \$100,000	
Description	Add funding to restore direct pavement preservation grants; continue Newstreets
Pros	
Cons	
Comments	

Option 3 : Small City Assessments	
Estimated Funding Level: \$5 million/year Estimated Project Cost: \$1 million to \$2.5 million	
Description	Add funding for groups with high priority projects identified by assessment team
Pros	
Cons	
Comments	

Option 4 : Main Street Revitalization	
Estimated Funding Level: \$5 million/year Estimated Project Cost: \$1 million to \$2 million	
Description	Add funding for a focused effort on commercial main streets
Pros	
Cons	
Comments	

Option 5 : Comprehensive Sidewalk Program	
Estimated Funding Level: \$2.5 million to \$3 million/year Estimated Project Cost: \$300,000 to \$500,000	
Description	Add funding to allow a more extensive investment in sidewalks
Pros	
Cons	
Comments	

2. Alternative Ideas

<i>Write in the area below other investment options you find favorable.</i>	
1.	
2.	
3.	
4.	

3. Prioritize

Rank the team's top 5 priorities (1 = top priority, 5 = lowest priority)	
Investment Option	Rating
More of the Same	
Expanded Maintenance Programs	
Small City Assessments	
Main Street Revitalization	
Comprehensive Sidewalk Program	
Alternative 1: _____	
Alternative 2: _____	

4. Information Needs

List below any additional information you need from TIB staff on the investment options or alternatives.

ALLOCATION WORKSHEET

You have \$7.5 million. Decide how you would slice the pie. How much would you allocate to each of the options? You can either distribute the funds by percentage or dollars.

- Option 1 More of the Same
- Option 2 Expanded Maintenance Programs
- Option 3 Small City Assessments
- Option 4 Main Street Revitalization
- Option 5 Comprehensive Sidewalk Program

New _____
New _____

Total

Dollars	%

\$7.5 M

100%

How many projects does \$7.5 million buy...

		Per Project Cost	Projects/\$7.5M	Projects/\$1M
Option 1	More of the Same	\$500,000	15	2
Option 2	Expanded Maintenance Programs	\$50,000 to \$100,000	75 to 150	10 to 20
Option 3	Small City Assessments	\$1 to \$2.5 million	3 to 7.5	0.4 to 1
Option 4	Main Street Revitalization	\$1 to \$2 million	3 to 3.75	0.4 to 0.5
Option 5	Comprehensive Sidewalk Program	\$300,000 to \$500,000	15	2



Urban Corridor Program

January 28, 2005

BACKGROUND

Many corridor improvements are staged according to the limited financial resources rather than following natural termini. When corridor projects are funded in multiple stages, the lead agency goes through the process of securing funding many times. Corridors developed with a reliable funding commitment would allow agencies to build projects using optimal construction staging and creates a financial environment that helps the local agency secure additional funding partners.

Under the urban corridor proposal, TIB would continue to offer individual grants to projects on urban arterials. The major proposed change in practice calls for the Board to consider nominations for urban corridor status from one or more cities or counties. Once the Board adopts a route as an Urban Corridor and sets an anticipated TIB investment level, the corridor partners could actualize funding commitments for successive phases without a new application. The Board would authorize increments of funding for each phase with the annual priority array, or at any meeting if the phase meets emergent nature guidelines.

Anticipated Benefits of the Urban Corridor Program

- Provides greater leveraging from additional funding partners
- Promotes completion of corridors in a more timely manner
- Reduces administrative expense of TIB and customer agencies
- Promotes optimal construction staging
- Allows more management control over cash flow and large funding commitments
- Prevents tying up TIB fiscal capacity on delayed corridor stages

Pitfalls of the Urban Corridor Program

- Difficult to request new funding when benefits are limited to just a few corridors
- Best rated corridors might be all in Puget Sound
- Presumable all urban state highways might be urban corridors
- Monthly billings on one or more corridors could be very high
- Funding likely small compared to demand

Defining Urban Corridors

- Principal or major arterials, rarely minor arterials
- State highways when WSDOT concurs and provides funding reasonably consistent with statutory obligations
- Primary utility is for urban traffic
- Connects designated activity centers, downtowns, or manufacturing industrial centers
- Serves dense commercial and/or residential nodes (>10 DU per acre)
- Connects to equal or higher classification of facilities
- Multiple stages are a necessary and reasonable approach to construction of the corridor
- Consistent with and designated in local and regional plans



WAC Hearing

January 28, 2005

RCW 47.26.260 requires the board to consider the financial resources available to counties and cities when determining matching fund requirements. Historically, the TIB has used either a flat rate or population to determine an agency's required match. Local match requirements apply to all incorporated cities with a population of 5,000 or greater and all counties that contain a federal urban area.

The Board uses the following approach to calculate the local match requirement in each of its urban funding programs.

- Transportation Partnership Program - the Transportation Partnership Program requires a minimum local match of 20% of the total project cost.
- Arterial Improvement Program - the minimum match for the AIP is determined by population and ranges between 10 and 20%.

After studying existing match requirements, the Board has requested testimony on an approach that uses city valuation or county road levy valuation. Under this proposal, smaller to mid-sized agencies will be required to provide a smaller amount of local match. Larger agencies are already required to provide the maximum amount of local match and will not be impacted.

Staff's Recommendation:

Population by itself is not a good indicator of a local agency's ability to provide local match to a transportation project. Staff recommends adopting the proposed changes to the local match requirements for transportation projects funded by the transportation partnership program and the arterial improvement program. This proposal would revise:

- WAC 479-12-150 Matching ratios for arterial improvement program projects, and
- WAC 479-14-180 Local/private matching funds on transportation partnership program projects.



PROPOSED RULE MAKING

CR-102 (June 2004)

(Implements RCW 34.05.320)

Do NOT use for expedited rule making

Agency: Transportation Improvement Board

- ☒ Preproposal Statement of Inquiry was filed as WSR 04-20-054 ; or
☐ Expedited Rule Making--Proposed notice was filed as WSR _____; or
☐ Proposal is exempt under RCW 34.05.310(4).

- ☒ Original Notice
☐ Supplemental Notice to WSR _____
☐ Continuance of WSR _____

Title of rule and other identifying information: (Describe Subject)

Proposed changes to local match requirements for transportation projects funded by the transportation partnership program and the arterial improvement program.

Impacts WAC 479-12-150 Matching ratios for arterial improvement program projects and 479-14-180 Local/private matching funds on transportation partnership program projects.

Hearing location(s): Kitsap Conference Center
100 Washington Avenue
Bremerton, WA 98337
(360) 377-3785

Submit written comments to:

Name: Steve Gorcester
Address: PO Box 40901
Olympia, WA 98504-0901
e-mail: SteveG@tib.wa.gov
fax: (360)586-1165
by January 21, 2005

Date: January 28, 2005 Time: 9:00 am

Assistance for persons with disabilities:

Contact: Eileen Bushman by January 21, 2005
Phone: (360) 586-1146 or E-mail: EileenB@tib.wa.gov

Date of intended adoption: January 28, 2005**Purpose of the proposal and its anticipated effects, including any changes in existing rules:**

RCW 47.26.260 requires the board to consider the financial resources available to counties and cities when determining matching fund requirements. Currently, two different approaches are used to determine match requirements for the Transportation Improvement Board's (TIB's) two urban programs. The transportation partnership program requires a minimum local match of 20% of the total project cost. The minimum match for the AIP is determined by population and ranges between 10 and 20%. These requirements extend to all incorporated cities with a population of 5,000 or greater and all counties that contain a federal urban area.

Population by itself is not a good indicator of a local agency's ability to provide local match to a transportation project. Under this proposal, smaller to mid-sized agencies will be required to provide a smaller amount of local match. Larger agencies are already required to provide the maximum amount of local match and will not be impacted.

Proposed changes to local match requirements for transportation projects funded by the transportation partnership program and the arterial improvement program would change existing WAC 479-12-150 Matching ratios for arterial improvement program projects and WAC 479-14-180 Local/private matching funds on transportation partnership program projects.

Reasons supporting proposal:

Historically, the TIB has used population to determine an agency's required match. After studying existing match requirements, the Board believes population may not be the most precise indicator of how much local match should be required. Instead of using population to determine match requirements, the TIB is recommending an approach that uses city valuation or county road levy valuation.

Statutory authority for adoption: RCW 47.26 – Development in urban areas – Urban Arterials**Statute being implemented:****Is rule necessary because of a:**

- | | | |
|-------------------------|------------------------------|--|
| Federal Law? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Federal Court Decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| State Court Decision? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
- If yes, CITATION:

CODE REVISER USE ONLY**DATE**

November 15, 2004

NAME (type or print)

Richard Struna

SIGNATURE**TITLE**

Chief Financial Officer

1117
04-24-006 C

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:

Name of proponent: (person or organization) Transportation Improvement Board

☐ Private
☐ Public
☒ Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting.....	Richard Struna	550 Union Avenue SE, Suite 350, Olympia WA 98504-0901	(360) 586-1155
Implementation....	Steve Gorcester	550 Union Avenue SE, Suite 350, Olympia WA 98504-0901	(360) 586-1139
Enforcement.....	Steve Gorcester	550 Union Avenue SE, Suite 350, Olympia WA 98504-0901	(360) 586-1139

Has a small business economic impact statement been prepared under chapter 19.85 RCW?

☐ Yes. Attach copy of small business economic impact statement.

A copy of the statement may be obtained by contacting:

Name:

Address:

phone () _____

fax () _____

e-mail _____

☒ No. Explain why no statement was prepared.

TIB funding is only available to local governments. The proposed rule does not impose costs on businesses in an industry

Is a cost-benefit analysis required under RCW 34.05.328?

☐ Yes A preliminary cost-benefit analysis may be obtained by contacting:

Name:

Address:

phone () _____

fax () _____

e-mail _____

☒ No: Please explain:

Proposed rule changes relate only to internal governmental operations that are not subject to violation by a non-government party.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

WAC 479-12-150 Matching ratios for arterial improvement program projects. Urban arterial trust account funds for local agency arterial projects shall be matched ((in accordance with the following scheduled percentage of the total project cost:

~~city with a population less than 10,000 or a county with a population less than 70,000 - 10% match.~~

~~city with a population from 10,000 to 14,999 or a county with a population from 70,000 to 210,000 - 15% match.~~

~~city with a population from 15,000 and up or a county with a population over 210,000 - 20% match))~~ by an amount not less than twenty percent of the total cost of the project for cities with a valuation greater than \$2.5 billion and counties with road levy valuations greater than \$10 billion, an amount not less than fifteen percent of the total cost of the project for cities with valuations between \$2.5 billion and \$1.0 billion and counties with road levy valuations between \$10.0 billion and \$3.0 billion, and not less than ten percent of the total cost of the project for cities with a valuation of less than \$1.0 billion and counties with road levy valuation of less than \$3.0 billion. The board shall use the valuations as last determined by the department of revenue.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

WAC 479-14-180 Local/private matching funds on transportation partnership program projects. Transportation partnership program funds for urban program projects authorized by the board shall be matched by an amount not less than twenty percent of the total cost of the ((~~transportation~~)) project for cities with a valuation greater than \$2.5 billion and counties with road levy valuations greater than \$10 billion, an amount not less than fifteen percent of the total cost of the project for cities with valuations between \$2.5 billion and \$1.0 billion and counties with road levy valuations between \$10.0 billion and \$3.0 billion, and not less than ten percent of the total cost of the project for cities with a valuation of less than \$1.0 billion and counties with road levy valuation of less than \$3.0 billion. The board shall use the valuations as last determined by the department of revenue. Matching funds will be considered to be all contributions other than those provided by the board.

**Transportation Improvement Board
November 19, 2004
SeaTac City Hall
SeaTac, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Bill Ganley, Chair
Commissioner Leo Bowman, Vice Chair
Mr. John Akers
Councilmember Jeanne Burbidge
Mr. George Cress
Ms. Kathleen Davis
Ms. Paula Hammond
Councilmember Neil McClure
Mr. Dick McKinley

Mr. Dave Nelson
Mr. Dave O'Connell
Commissioner Mike Shelton
Mr. David Stalheim
Mr. Steve Thomsen
Mr. Arnold Tomac
Mr. Jay Weber
Mr. Theo Yu
Ms. Kim Zentz

TIB STAFF

Steve Gorcester
Rich Struna
Bob Moorhead
Greg Armstrong
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Councilmember Rob McKenna

CALL TO ORDER

Chair Ganley called the meeting to order at 9:00 AM.

GENERAL MATTERS

A. Approval of September 17, 2004 Minutes

MOTION: It was moved by Vice Chair Bowman with a second by Councilmember Burbidge to approve the minutes of the September 17, 2004 Board meeting as printed. Motion carried unanimously.

B. Communications – Steve Gorcester referred the Board to the communications section in the Board packet to review at their convenience.

LEGISLATIVE STRATEGIES OF TRANSPORTATION ASSOCIATIONS

The Association of Washington Cities (AWC), the Washington State Association of Counties (WSAC), and the Washington State Transit Association (WSTA) were invited to present a brief overview of their legislative priorities for the 2006 session.

AWC – AWC's legislative package will not be finalized until after it has been approved by their Board. Jackie White stated that in the proposed package, AWC would:

- aggressively pursue legislation for more direct distribution from the Motor Vehicle Fuel Tax
- support public-private agreements
- work with other groups to help provide funding for maintenance and pavement preservation
- oppose the unnecessary restriction of how specific funds may be used

WSAC – Scott Merriman reported that WSAC proposed to:

- leave existing tax formula as is
- use a different distribution for new law funding
- use funding partners whenever possible
- work jointly with other groups so it is easy for legislature to act

WSTA – Jim Shipman stated that WSTA is working on:

- developing a stronger partnership with the state
- reviewing access, safety, preservation, and system efficiencies in the transit arena
- increasing assistance from the state regarding access
- requesting an increase for rural match

LOCAL PRESENTATIONS

Tim LaPorte, Design Engineering Manager from the City of Kent, provided a presentation on the Green River Valley area, which included pictures of projects along 228th, the 272nd/277th corridor, and the 196th/200th corridor.

Cary Roe, Public Works Director for the City of Federal Way, presented slides along the SR-99 connecting corridor that runs through Tukwila, SeaTac, Des Moines, Kent, and Federal Way. The project is broken into 16 phases and focuses on safety, mobility, and economic development.

Chair Ganley thanked both for presenting.

NON-ACTION ITEMS

A. Chair's Report to the Board

There was no Chair's report for this meeting.

B. Executive Director's Report

Kalama Assessment – Steve Gorcester reported that TIB and WSDOT participated in a small city assessment for the City of Kalama at Kalama's request. The purpose of the small city assessment is to assist small cities with identifying high priority projects that would compete well for various sources of money.

TIB/WSDOT Paving Contract Status – The paving agreement between TIB and WSDOT to allow TIB to task order WSDOT during paving projects for small cities is now signed and finalized. The first paving project to fall under this agreement is the Chelan project.

Route Jurisdiction Transfer (RJT) Requests for Highways of Regional Significance – Steve Gorcester reported that he has been working closely with WSDOT to discuss highways of regional significance and their correlation to RJT requests.

Project Events – The following project events were highlighted:

Recent Events

- Grant County – Big Bend Community College Parkway (ribbon cutting)
- Benton County – I-82 Intertie Phase 1 (ribbon cutting) and Phase 2 (groundbreaking)
- City of Mountlake Terrace – 220th Street (ribbon cutting)
- City of Des Moines – Pacific Highway (ribbon cutting)

It was noted that the ribbon cutting for SeaTac International Boulevard Phase 3 would be held immediately following the Board meeting.

C. Financial Status

Rich Struna reported that the Administrative expenses are approximately \$100,000 under appropriation. Some of that money will go toward the economic impact study currently underway. The TIA account is doing well, with no need to exercise remaining bond authority at this time. The UATA account is on target with expenditure levels and remains fully allocated.

Rich Struna also reported on the revenue forecast which decreased by \$13.6 million over the six-year financial plan. According to OFM, high fuel cost is the primary driver for this reduction. In addition, Rich provided a historic perspective to the decline in TIB's fund balance, noting that expenditures in the 2001-03 biennium exceeded revenue by \$30 million. Improved financial practices have brought the actual expenditures for the first half of the 2003-05 biennia in line with revenue receipts. TIB's expenditure model indicates the starting balance for the TIA will be \$11 million and \$2 million for the UATA. TIB's project inventory reduction (50% since July 2001) has helped to stabilize the financial plan.

D. Project Activity Report

Steve Gorcester reported that the \$8.3 million reduction in AIP obligations was due to the four project withdrawals – three in King County and one in the City of Lynnwood. King County withdrew its projects in response to a loss of funding from the repealed license fee of I-776. Project activities for this reporting period resulted in a net reduction of \$10,152,790 in TIB commitments.

ACTION ITEMS

A. Sidewalk Deviation Request

City of Pacific: Ellingson Road – The City of Pacific is requesting to omit a sidewalk along the north side of Ellingson Road between the east side of the Interurban trail to Skinner Road. This request is consistent with the original grant application. In addition to lack of pedestrian generators, there is also a wetland area on the north side of Ellingson Road that would result in higher costs and lengthy delays of a sidewalk project.

MOTION: It was moved by Mr. Stalheim with a second from Councilmember McClure to approve a sidewalk deviation to omit sidewalk along the north side of Ellingson Road between the east side of the Interurban trail where it crosses Ellingson (200' east of Frontage Road) to Skinner Road. Motion carried unanimously.

It was the consensus of the Board that if a sidewalk deviation is included in the grant application, this deviation is approved with the adoption of the Priority Array, and is not necessary to bring it back to the Board as a separate request.

B. Emergent Nature Request

City of Grandview: 2nd Street Signal – The City of Grandview is requesting funds to replace a traffic signal system that was demolished when an unauthorized driver of a corn truck ran into it. The traffic signals and controller were uninsured and the City has limited reserve funds to cover unanticipated accidents.

MOTION: It was moved by Councilmember McClure with a second from Ms. Zentz to approve \$187,500 in AIP funds through the emergent nature process for the replacement of the traffic signal on Grandridge Road and West 2nd Street. Motion carried unanimously.

The Board requested a review of the Emergent Nature Policy at a future meeting.

C. FY 2006 Project Selection – Seventy-two projects were recommended to the Board for FY 2006 totaling \$70.3 million. The breakdown of programs and funding included:

- 17 AIP projects totaling \$28.4 million
- 15 TPP projects totaling \$31.5 million
- 9 Urban PSMP projects totaling \$1.1 million
- 18 SCP projects totaling \$8.2 million
- 13 Small City PSMP projects totaling \$1.1 million

Work on the projects cannot begin until on or after July 1, 2005 unless otherwise approved by the Executive Director on a case-by-case basis.

MOTION: It was moved by Ms. Zentz with a second from Mr. Nelson to adopt the FY 2006 Priority Array as presented, with any work on the projects beginning July 1, 2005 unless otherwise approved by the Executive Director. Motion carried unanimously.

D. Delegation of Authority: Newstreets – To allow flexibility and cohesiveness to emergent nature Newstreets projects and on Newstreets change orders, it was recommended to delegate authority to the Director.

MOTION: It was moved by Mr. Nelson with a second from Mr. McKinley to approve the following Delegation of Authority to the Executive Director:

- Authority to select emergent nature small city Newstreets Program projects with a maximum TIB funding commitment of \$200,000;
- Authority to authorize project funding of up to \$200,000 for emergent nature Newstreets Program projects within available budget, fund balance, and cash flow projections;
- Authority to approve Newstreets Project change orders on WSDOT-administered contracts as follows:
 - \$50,000 for change orders approved by the WSDOT Project Engineer

- \$200,000 for project change orders proposed by the WSDOT Region Office and referred to the TIB Executive Director for approval

Motion carried unanimously. The Director shall report the activities of the Newstreets Program to the Board as part of the Project Actions Report at each regular board meeting. The Board requested that a policy statement be written regarding this issue and to include language on ADA ramps and limits on increases.

- E. Bylaw Revision: Reimbursement for Board Travel** – Based on legal guidance from the Attorney General's Office, Board members are classified as public officers. With this classification, the Board is required to adopt the state's "accountable plan" under which Board members will be reimbursed allowable meal and lodging expenses on the same basis and under the same regulations as state officials and employees.

MOTION: It was moved by Mr. McKinley with a second from Mr. Yu to adopt revisions to the Bylaws to comply with the IRS ruling on Board reimbursement by adding the following language to Article IX:

- Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual and TIB's Travel Policy (POL 407-110) for state employees.

Motion carried unanimously.

- F. 2005 Board Meeting Schedule Revision** – A lodging conflict has resulted in a proposed change to exchange the May meeting location, originally slated for Walla Walla, with the September meeting location, originally slated for Yakima.

MOTION: It was moved by Mr. Weber with a second from Mr. Yu to approve the May 2005 meeting to be held in Yakima and the September 2005 meeting to be held in Walla Walla. Motion carried unanimously.

FUTURE MEETING

The next Board meeting is scheduled to meet in Bremerton on January 27-28, 2005. A meeting notice regarding the January meeting will be sent out on January 7, 2005. The January 27 meeting will be a working retreat and focus on program development. The regular work session and a WAC public hearing will be scheduled on January 28 immediately prior to the Board meeting.

ADJOURNMENT

The meeting adjourned at 11:00 AM.



WALLA WALLA UNION-BULLETIN

Bringing the valley home to you since 1869

Monday, November 22, 2004

State OKs \$2 million for Myra extension

The proposed project will extend Myra Road north from its intersection with Rose Street to U.S. 12.

By Andy Porter of the Union-Bulletin

A project to connect two major highways in Walla Walla County has received a nearly \$2 million boost.

The state Transportation Improvement Board Friday approved a \$1.96 million grant for the Myra Road extension project, a step local officials said is vital to getting the long-planned project off the drawing board.

The project will extend Myra Road north from its intersection with Rose Street to U.S. Highway 12. The extension, which has an estimated \$10.7 million price tag would provide a more direct route between U.S. Highway 12 and State Route 125, which leads to Milton-Freewater.

Entities backing the project are Walla Walla County, the cities of Walla Walla and College Place, the Port of Walla Walla and Valley Transit.

Friday's move by the board was vital for the project, county and city of Walla Walla officials said.

"This was the first hurdle to get over with regards to funding," said Hal Thomas, city of Walla Walla Public Works director.

The board's grant will help pay for design and right of way acquisition for the first phase of the project, which would extend from Spitzenberg Road to Electric Avenue, said Phil Merrell, Walla Walla County Public Works director.

Thomas said the grant "gives us the ability to start moving forward in earnest to come up with a route that will take all considerations into account, including citizens' concerns."

Walla Walla County Commissioners Greg Tompkins and Dave Carey said the grant approval came about through a combination of persistence on the part of city and county staff and the united front presented by project backers.

"(This) just shows once again that when governmental entities work together for the common good, instead of opposing each other, great accomplishments can happen," Tompkins said today.

The progress of a project to widen U.S. Highway 12 to four lanes between Walla Walla to Burbank also played a part, Tompkins noted.

Merrell said that while "the pieces of the jigsaw puzzle are still coming together" regarding how the project will be funded, the situation looks promising.

"Of all the different funding scenarios we looked at with the elected officials two weeks ago, this is the best we could have expected," he said in reference to a Nov. 9 joint meeting of the cities, county and Port.

Working with Transportation Improvement Board staff, Merrell said city and county engineering staffs broke the project into three phases. The funds approved Friday are for fiscal year 2006 and the county, which is the lead agency, will re-apply for additional funds next year and the year after.

Created by the state Legislature, the Transportation Improvement Board awards grants for transportation projects on a competitive basis. The board's grant programs are funded by about 3 cents of the state's 28-cent-per-gallon gas tax.

In a related development, the Myra Road project is in line to receive another boost thanks to a recommendation from the state Freight Mobility Strategic Investment Board, Merrell said.

The board recommended \$1 million be approved to begin work to bridge Mill Creek where the road crosses the stream, he said. However, those funds still need to be approved by the state Legislature when it meets next year.

11/23/04

TACOMA Daily Index

[⬅ BACK](#)

[➡ SEND TO A FRIEND](#)

[💬 FEEDBACK](#)

County receives \$15.9 million transportation grant funding

The Washington State Transportation Improvement Board (T.I.B.) awarded road and sidewalk improvement grants valued at \$70.3 million to 64 agencies at its Nov. 19 meeting in SeaTac.

The grant funding comes from the revenue generated by three cents of the statewide gas tax dedicated by the Legislature to projects selected by the T.I.B.

The Board awarded over \$15.9 million to Pierce County and 8 cities within the County, funding over 42 percent of the transportation projects selected for this region.

Two projects in unincorporated Pierce County received nearly \$8 million.

The Pacific Avenue funding responds to community requests for curbing, landscaping and lighting upgrades to a Washington State Department of Transportation project to be constructed in 2005.

Funding for 112th Street East will allow Pierce County to complete the corridor after multiple construction stages.

The Tacoma project provides for widening and sidewalks on S. Tyler Street to extend improvements previously funded by the T.I.B.

Puyallup received a \$2.2 million grant for widening of the 9th Street SW corridor in busy South Hill.

The Legislature created the T.I.B. to foster state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the Board and usually requires local financial participation.

During 2004, local governments across the state completed or are currently building about 500 projects funded in part by T.I.B. grants.

BUSINESS BRIEFS

State awards \$70M in transport grants

OLYMPIA — The state Transportation Improvement Board awarded road and sidewalk improvement grants valued at \$70.3 million to 64 agencies at its Nov. 19 meeting in SeaTac.

The grant funding comes from revenue generated by three cents of the statewide gas tax dedicated by the Legislature to projects selected by the TIB. The board awarded more than \$16.4 million to 11 cities in King County.

Funding is awarded on a competitive basis and usually requires local financial participation. For more information, go to go to www.tib.wa.gov.

Local road projects awarded state grants

Tuesday, November 23, 2004
Columbian staff writer

Washington's Transportation Improvement Board awarded grants totaling \$70.3 million to 64 agencies at its meeting last week in SeaTac, including \$4.4 million to two Clark County projects.

The projects will widen Northeast 63rd Street (from Andresen Road to Interstate 205) and Northeast 72nd Avenue (between Northeast 88th Street and St. Johns Road), as well as add sidewalks.

The \$7 million 63rd Street project will receive \$2.4 million, and the \$8.8 million 72nd Street project will get \$2 million.

Talk about this story in Neighborhood Issues.



The Herald - Everett, Wash. - www.HeraldNet.com

Published: Tuesday, November 23, 2004

County gets grant to widen busy road

A state board earmarks \$3.5 million for 20th Street SE near Lake Stevens.

By Lukas Velush
Herald Writer

The money is now in place to fix one of the most-congested sections of road in unincorporated Snohomish County.

The state Transportation Improvement Board announced Monday that Snohomish County will receive \$3.5 million in 2005 to help it widen 20th Street SE just outside of Lake Stevens.

Stanwood also will get \$114,800 for rebuilding a Highway 532 intersection and Everett gets \$75,735 for a sidewalk project on 100th Street SW.

Twentieth Street begins at the east end of the U.S. 2 trestle, cutting a path uphill toward Highway 9. It's so crowded with traffic that the county halted new development until last December, when it announced plans to widen the road.

"This is one of the county's top priorities," said Elizabeth Sjostrom, funding coordinator for Snohomish County. "This was exactly what we needed to make this project go."

When it's finished, the \$13.8 million project will see 20th Street widened to five lanes from 91st Avenue SE to 99th Avenue SE, a section of road that includes the busy Highway 9 intersection. Snohomish County will pay for the rest of the project from its general fund.

Construction is scheduled to start in 2008 and finish in 2009, said Max Phan, the county's project manager. He said a similar \$5 million to \$6 million widening project is planned for the section of 20th Street from 99th Avenue W. to Lake Stevens Road. The state granted the county \$2 million for that project in 2004. There are plans but no funding to widen 20th Street from 91st Avenue SE to the trestle.

Stanwood's \$114,800 will go toward the \$876,300 cost of rebuilding the Highway 532 intersection with 72nd Avenue. In Everett, the \$75,735 grant will help pay the \$126,225 cost of building sidewalks on 100th Street SW from Holly Drive to 12th Avenue W.

The Transportation Improvement Board issued 64 grants for 2005, amounting to \$70 million from gas tax collections. Snohomish County has received more grant money than any other county since 2000, said Stevan Gorcester, the agency's director.

Reporter Lukas Velush: 425-339-3449 or lvelush@heraldnet.com.

Copyright ©1996-2004.
The Daily Herald Co.
ALL RIGHTS RESERVED.



FIRST FEDERAL SAVINGS & LOAN
ASSOCIATION OF PORT ANGELES

www.ffpa.com MEMBER FDIC

PENINSULA DAILY NEWS

[Subscribe](#)

[Classifieds](#)

[Contact Us](#)

[Home](#)

[Calendar](#)

[Weather](#)

[Obituaries](#)

[Classifieds](#)

[Place an ad](#)

[Ad Rates](#)

[AdDesk](#)

[AP News](#)

[AP Sports](#)

[TV Times](#)

[Visitor Guide](#)

[Dining Guide](#)

[Biz Guide](#)

[Links](#)

[Jobs at PDN](#)

[PDN FAQ](#)

[Home Fund](#)

Street, sidewalk projects approved for Forks, Port Angeles, Port Townsend

2004-11-24

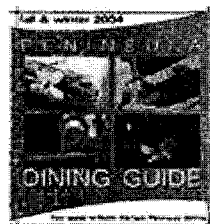
Four road and sidewalk projects across the North Olympic Peninsula have received grant funding from the state Transportation Improvement Board.

A total of \$564,000 was awarded to the city of Forks for reconstruction of Calawah Way between U.S. Highway 101 and Fir Avenue, and a sidewalk on Spartan Avenue from East E Street to the school campus.

In Port Angeles, \$141,000 was awarded for sidewalks on Park Avenue from Race Street east to Liberty Street and the Peninsula College campus.

And in Port Townsend, \$89,000 was granted for sidewalks on Discovery Road from Sheridan to Sherman streets.

The grants are fueled by 3 cents of the state gas tax dedicated to projects selected by the Transportation Improvement Board.



State allocates \$500,000 to reconstruct Columbia St.

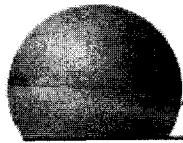
The Washington State Transportation Improvement Board awarded \$500,000 to the City of Pomeroy to reconstruct Columbia Street from 6th St. to 12th St. This project will provide two lanes with parking lanes and sidewalks on both sides of the road. The grant covers 83% of the \$600,000 project cost.

The T.I.B. awarded road and sidewalk improvement grants valued at \$70.3 million to 64 agencies at its Nov. 19 meeting in SeaTac. The grant funding comes from the revenue generated by 3 cents of the statewide gas tax dedicated by the Legislature to projects selected by the T.I.B.

The City of Pomeroy tried for several years to obtain grant funding for Columbia St. The project was funded this year due to a more than 60% increase in T.I.B. funding for small cities statewide. The additional funding responds to the large number of high priority street repair projects in small cities.

The Legislature created the T.I.B. to foster state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the Board and usually requires local financial participation. During 2004, local governments across the state completed or are currently building about 500 projects funded in part by T.I.B. grants.

EAST WASHINGTONIAN - Nov. 24, 2004



DAILY SUN NEWS

"TODAY'S LOCAL NEWS TODAY"

Tuesday, November 30, 2004

S'side, G'view receive grant funding

The communities of Sunnyside and Grandview are two of only a handful in the Yakima Valley to recently be awarded grant money from the Washington State Transportation Improvement Board.

Recently, the city of Sunnyside was awarded two grants totaling \$1,150,000 which will be used to make street improvements and improve pedestrian safety and mobility, according to Sunnyside Engineer Jim Bridges.

The bulk of the money is in the form of a \$1 million Arterial Improvement Program (AIP) grant, which will be used for the South First Street reconstruct project. The remaining \$150,000 is a Pedestrian Safety and Mobility Program grant, which will be used on the Lincoln Avenue sidewalk project, said Bridges.

The AIP money will be used with the \$1,490,250 Federal Demonstration grant the city received last year, according to Bridges. The additional funds will allow the city to complete improvements to 3,500 feet of South First Street, 1,000 feet of South Hill Road and 500 feet of Lincoln Avenue.

The \$150,000 Pedestrian Safety and Mobility Program grant will complement the \$52,000 Traffic Safety Commission grant the city received last year to construct sidewalks on the south side of Lincoln Avenue. School zone safety improvements will also be made along Lincoln Avenue, said Bridges. The project when completed, is expected to total \$220,000. Some of the money will be in matching funds from the city.

Also receiving money from the state transportation improvement board is the city of Grandview, which will be adding Americans with Disabilities Act acceptable ramps to sidewalks in the city. Grandview was awarded \$96,000.

In total, the Washington State Transportation Improvement Board awarded \$70.3 million to 64 cities and agencies across the state. The grant funds come from revenue generated by a 3¢ statewide gas tax, which the Legislature dedicated to the transportation improvement board.

Cities get millions for road projects

2004-11-24
Journal Staff

The cities of Redmond, Renton and Kent each will receive more than \$2 million in state money to help pay for local street and transportation projects.

Those grants were among \$70.3 million awarded to projects across the state by the Washington State Transportation Improvement Board.

About \$16.4 million of that total went to 11 cities in King County. The final awards were approved by board members at their meeting Friday in SeaTac.

With insufficient funding for all needed transportation projects, the state Legislature created the board to distribute state funds to local projects, based on a priority basis. Cities applying for those state funds must provide part of the funding for the projects.

The board annually receives far more requests for funds than are available. The funds come from a share of the state gasoline tax allocated for local projects.

The local projects receiving funds, and total project costs, include:

* Redmond -- \$2.25 million for improvements to Union Hill Road between Avondale Road and 178th Place Northeast; total cost, \$3.75 million.

* Renton -- \$2.2 million for widening of Maple Valley Highway from Sunset Boulevard to Blaine Drive Southeast; total cost, \$3.7 million.

* Kent -- \$1.94 million for widening 116th Avenue Southeast between southeast 272nd and 256th streets; total cost, \$3.24 million. And \$150,000 for sidewalks on the East Valley Highway near South 212th Street; total cost, \$346,400.

* Black Diamond-- \$100,000 for sidewalks on Morgan Street; total cost, \$231,150.

* North Bend -- \$500,000 for Cedar Falls Way roundabout; total cost, \$858,300. And \$100,000 for sidewalks on Downing Avenue; total cost, \$150,000.

* Sammamish -- \$150,000 for sidewalks on Northeast Eighth Street between 228th and 244th avenue northeast; total cost, \$224,933.

* Snoqualmie -- \$1.71 million for improvements on State Route 202 from Mill Pond Road to northwest city limits; total cost, \$2.85 million.

See the state board's Web site at www.tib.wa.gov for more information or the list of projects statewide.

Wednesday, November 26, 2003, 12:00 a.m. Pacific

Permission to reprint or copy this article/photo **must** be obtained from The Seattle Times. Call 206-464-3113 or e-mail resale@seattletimes.com with your request.

Eastside Digest

Eastside cities land transportation grants

EASTSIDE — A handful of Eastside transportation projects will move forward with the help of competitive state grants awarded by the Transportation Improvement Board.

The board was created by the state Legislature to foster state investment in local projects, and the money comes from revenue generated by 3 cents of the statewide gas tax. Eastside awards went to:

- Bellevue: \$1.4 million toward the widening of 148th Avenue Southeast between Southeast 24th and 28th streets, and \$150,000 toward the addition of a sidewalk on the west side of 164th Avenue Northeast.
- Clyde Hill: \$100,000 toward the addition of a sidewalk along 98th Avenue Northeast.
- King County: \$1.4 million toward the widening of Avondale Road from two to four lanes between Northeast 155th and 168th streets.
- Renton: \$2.2 million toward the removal of the center pier at the Rainier Avenue South railroad crossing and the addition of a northbound lane, and \$150,000 toward the addition of a sidewalk on Benson Road South.

Federal Way, Maple Valley and Seattle also received grants.

King County

Eastside cities to get money for road projects

Duvall, Sammamish and Redmond are among the King County cities that will receive a share of \$16.4 million to fix roads and sidewalks.

Eastside grants from the state **Transportation Improvement Board** include \$3.8 million for Kenmore to widen and add sidewalks to Bothell Way. Snoqualmie's Highway 202 project received \$1.7 million. Redmond's Union Hill Road project received \$2.3 million.

Renton will receive more than \$2 million to widen the Maple Valley Highway from Interstate 405 to Blaine Drive. The project will include car-pool bypass lanes, sidewalks, landscaping, signal upgrades and access to Renton Community Center.

Other cities that received grants include Duvall, \$500,000; Sammamish, \$150,000; and North Bend, \$600,000.

Revenue from the statewide gas tax pays for the grants. The **board** gave a total of \$70.3 million around the state to 64 agencies.

Briefly

News from around the county

Lake Stevens area, Stanwood

\$3.6 million OK'd for road projects

The state Transportation Improvement Board has awarded about \$3.6 million for road projects near Lake Stevens and in Stanwood.

The awards were part of \$70.3 million distributed to dozens of projects in the state. The board allocates money from a statewide gas tax.

The money includes \$3.5 million to Snohomish County to help pay for \$13.8 million worth of improvements along 20th Street Southeast near Lake Stevens. The work would improve the connection from near the east end of the Highway 2 trestle to Highway 9 and is to begin in 2008.

The Stanwood grant, \$114,800, will help pay for \$876,000 in signal and turn-lane improvements at Highway 532 and 72nd Avenue Northwest, a main intersection in the eastern part of the city near Stanwood High School, and at new commercial developments.

TOWN OF FRIDAY HARBOR



\$500K grant awarded for Guard Street

posted 12/06/04

The Town of Friday Harbor was successful in its request for a \$500,000 state Transportation Improvement Board grant. The grant, plus \$326,600 saved up by the town, will be used to widen Guard Street between Tucker Avenue and Marguerite Place. Curbs, gutters, sidewalks and upgrades to the drainage system will be included in the project.

Town Treasurer Wendy Picinich told the council only five of the 26 applications submitted for projects in the western region were awarded grants. Town Administrator King Fitch said design work will take place in 2005 with construction scheduled for 2006. While the project ends at Marguerite Place, engineering work will be done for improvements all the way to Park Street. That work will be done sometime in the future when funding is available.

More information about the state's Small City Program is available on the **TIB WEB SITE**

The Star - Online

News and Advertising in the Grand Coulee Dam Area

12/08/2004

Coulee Dam releases budget

By: Crysta Parkinson

The 2005 preliminary budget has been released for the Town of Coulee Dam, with total expenditures planned at \$1.26 million.

Removed from the tight budget during budget workshops was a list of items, including roof repairs at the town hall and community building, two new patrol cars for the police department, and paving of the community building parking lots.

Also removed from the budget were plans to match a grant received from the Okanogan County Economic Alliance for improvements to Mason City Park. As the budget is written now, the \$90,000 will be returned, and those plans will be stalled.

Thanks to a grant received from the Transportation Improvement Board, sidewalk repairs are planned on Columbia Avenue, at a cost of \$94,300. An application has also been submitted for funds to improve the sidewalks on Douglas Street. If that is approved, the two projects will be combined.

The Centralia Chronicle - Nov 22 **News in brief** *2004*

Chehalis roundabout project receives more state funding

The Washington State Transportation Improvement Board has awarded Chehalis \$1,963,900 for the design and construction of a series of roundabout on Chamber Way.

The grant, in addition to the \$3 million received from federal funds through the efforts of Sen. Patty Murray and U.S. Rep. Brian Baird, both D-Wash., will make it possible for the city to complete project design in 2005 and begin construction in 2006. The project will cost \$4,590,000 total.

Chehalis has been considering adding roundabouts to Chamber Way for months, and is offering a chance for residents to test drive on mock roundabouts.

People may try driving through the course from 9 a.m. to 4 p.m. next Tuesday at the Southwest Washington Fairgrounds.

The mock roundabouts will consist of traffic cones that will not damage a vehicle if hit.

Organizers ask attendees to use the south entrance located between the Twin Cities Senior Center and the fairgrounds. Telephone Public Works Director Tim Grochowski at 748-0238 for information.

Up Front

Town gets grant for Pope Street

The town of Wilbur received word on Monday that a proposed street project in Wilbur is one of 11 projects in Eastern Washington to be approved for funding by the Washington State Transportation Improvement Board (TIB).

The Wilbur project will involve rebuilding Pope Avenue in front of the school from Division Street east to Brace Street. The plan is to grind the existing roadway and replace it with a new section of pavement, widen it to 36 feet and install new curbs, sidewalks, and street lighting as needed. It will be up to the engineer to determine exactly what work is needed.

This project is expected to cost an estimated \$500,000, with TIB providing \$475,000.

Statewide, on November 19 TIB awarded road and sidewalk improvement grants valued at \$70.3 million to 64 agencies. The grant funding comes from the revenue generated by \$.03 of the statewide gas tax dedicated by the Legislature to projects selected by TIB.

Two of the nearly \$8 million granted to 11 Eastern Washington agencies are for projects in Lincoln County communities. In addition to Wilbur's Pope Street project, Reardan will receive a \$408,000 grant to rebuild three stretches of street (Cedar, Spokane, and Aspen).

Other area projects approved for funding are in Lind, Metaline, Ione, Springdale, Waverly, Deer Park, and Spokane. The Spokane area projects include widening Hayford Road north of Airway Heights, improving Bigelow Gulch Road leading to a complete northeast Spokane urban connector, and improving Havana Street from Broadway to Mission.

11/25/04

City receives funding to repair Pope Avenue in front of Wilbur school

The Wilbur Town Council learned at its December 1 meeting that the state Transportation Improvement Board has approved funding for reconstruction of a portion of Pope Avenue through the Small City Program. The \$475,000 grant is to be used to rebuild Pope from Brace to Division Street (in front of the school).

This project was included on the town's Six Year Transportation Improvement Plan.

It was reported that the town has now received its National Pollution Discharge Elimination System (NPDES) Wastewater Discharge Permit from the Washington State Department of Ecology. This permit allows the town to discharge treated wastewater into Goose Creek under certain circumstances. The town has been working with the Department of Ecology for some time to meet all the requirements to renew this permit.

Councilman Roy Scheibner reported that the new Wilbur Airport Layout Plan is now 75% complete and work is being done to correct inconsistencies with boundary lines.

The design is completed for the relocation of the airport access road, which currently runs too close to the end of the runway. Construction of the new road and grading for a safety zone is currently being scheduled.

Design work is starting on a fencing and gate project which will use the airport's \$5,000 security grant, as well as a portion of its capital projects grant. It is expected that this work will be completed next spring.

In addition, the Airport Board and

J-U-B Engineers are currently working with the Federal Aviation Administration to find an acceptable method in which to install a VASI lighting system and a helipad lighting system. It was noted that the airport already has the conduit, wire and fixtures, and only needs to resolve proper funding methods with the FAA and the Washington State Department of Transportation Aeronautical staff.

The town scheduled a meeting with the engineering firm of Varela & Associates to determine what needs to be included in a study of the sewer system. The purpose of the study is to determine what, if anything, needs to be done to improve or upgrade the sewer system.

Thanks was given to Rainey Pope for decorating the Town Hall windows.

Police Chief Archie Shirley reported that Patrolman Paul Bowden has graduated from the Spokane Police Academy and is back on duty in Wilbur.

Approval was given for claims warrants totaling \$10,794, along with a payroll in the amount of \$33,052.

12/16/04

December 15, 2004

State to partly fund new sidewalk construction

By Autumn Kocopp

A state transportation agency recently announced that Sammamish will get \$150,000 to help fund the construction of new sidewalks along Northeast Eighth Street.

"Money is always a good thing," said Delora Kerber, the city's public works director, with a laugh.

The state Transportation Improvement Board, or TIB, will award Sammamish the grant as part of close to \$70 million for other projects scheduled across the state next year.

The TIB awards its funds, which come from about 3 cents of the state's 28-cent gas tax, on a competitive basis using specific criteria.

In all, the TIB received more than 450 applications from around the state. Statewide, grant requests totaled \$526 million.

"And this project had one of the highest scores for its category," Kerber said. "It's a project that will connect commercial space, Inglewood Junior High School and



Photo provided by the state Transportation Improvement Board
A woman walks a baby in a stroller along Northeast Eighth Street. The city recently received a state grant to build sidewalks along the street.

housing. It's the perfect place to get people to walk to school or a business."

According to the TIB's Web site, link gaps in pedestrian routes and



Graphic provided by the state Transportation Improvement Board
New sidewalks will be built along Northeast Eighth Street from 228th Avenue Northeast to 244th Avenue Northeast.

project, which will add 4,700 linear feet of sidewalks along the north side of Northeast Eighth Street from 228th Avenue Northeast to 244th Avenue Northeast. The new sidewalks will also include a planter strip.

It's still unclear whether the city will have to acquire a right of way, Kerber said, adding that the city will start the design work soon.

Sidewalks along the busy street have been on the city's to-do list for years, Kerber said.

"The sidewalks are really needed," she said. "Right now, there's some sidewalks near the Saffron shopping center, and then there's a big gap."

For more information about the TIB, go to www.tib.wa.gov.

“

Money is always a good thing.

— Delora Kerber,
public works director —

”

improve safety.

The city's new sidewalks could be finished by the end of next year, Kerber said.

In its 2005 budget, Sammamish has about \$400,000 set aside for the

The Journal of Business

Local News

The issue dated December 23, 2004

Havana Street to get bridge over rail lines

Funds still being sought for \$12 million project that could be bid late next year

By Rocky Wilson

Plans are under way to build a \$12 million bridge that would carry Havana Street over the Burlington Northern Santa Fe railroad tracks that lie just north of Broadway Avenue on the city's eastern edge.

Construction bids for the project could be sought late next year, with work beginning soon thereafter and taking up to two years to complete, says Glenn Miles, transportation manager at the Spokane Regional Transportation Council (SRTC).

Miles says transportation planners would like to have the bridge in place before starting work on the planned replacement of the Freya Street Bridge, which is located a mile to the west and carries Freya over the same tracks.

That way, traffic from Freya, which is part of the second heaviest traveled north-south thoroughfare in Spokane, could be diverted to Havana during construction of the new Freya Bridge, says Jim MacInnis, a project engineer with the city of Spokane. Havana, which is the border between the cities of Spokane and Spokane Valley where the bridge will be built, is closed to traffic roughly 18 hours a day due to the high volume of train traffic that crosses the street.

The planned Havana Street overpass project got a boost earlier this month when the SRTC decided to allocate \$4.5 million in federal Surface Transportation Fund money to the project. The council is authorized to spend roughly \$5 million a year from that fund, Miles says.

In November, the Washington state Transportation Improvement Board set aside an additional nearly \$2 million for the overpass project.

Although additional matching money is expected from Burlington Northern Santa Fe, Spokane County, and the cities of Spokane and Spokane Valley, the biggest remaining funding piece for the project is a \$4 million request before the state Freight Mobility Strategic Investment Board. Describing that money as "on the bubble," Miles says the project has been prioritized and recommended for funding to that board by the SRTC, but the funding still must be approved by the Legislature.

Spokane city engineering staff member Dick Raymond says that design work on the overpass, being done by HDR Inc., of Omaha, Neb., is about 30 percent done, but won't be completed unless the Legislature approves the \$4 million funding request.

The city of Spokane is investing millions of dollars to upgrade the Freya Street corridor nearby. This year, it rebuilt a six-block section of Freya between Sprague and the Freya Street Bridge to prepare for replacement of the Freya Street Bridge, and also replaced the Freya Way Bridge, which carries traffic along that corridor over another set of tracks a few blocks to the northwest and connects with Greene Street at Mission Avenue.

The city also plans to create a new "S-curve" connector between Freya and Broadway near the Freya Street Bridge.

All contents copyright © Journal Of Business

12/28/04

Major road projects on tap for Fremont

By JOHN C. RYAN <javascript:void(doEmailPost('26'))>

Journal Staff Reporter

Folks headed through Fremont should gear up for a lot of construction and traffic in the coming year.

The Washington Department of Transportation will finish its \$10 million seismic retrofit of the Aurora Bridge by the end of January.

But the Seattle Department of Transportation will be getting a large slate of projects under way for the neighborhood shortly thereafter.

In addition to rebuilding the approaches to the Fremont Bridge, the city will install six new traffic signals, upgrade nine others, rebuild intersections, dig up streets to lay new storm drains, and reconfigure a major east-west arterial street. Parsons Brinckerhoff is designing both the \$35 million bridge approaches replacement and the western portion of the \$4.7 million circulation improvement. SDOT is designing the portion east of Fremont Avenue North.

This spring, SDOT expects to advertise two contracts: a combined contract for the bridge approaches work and the western circulation improvements, and another for work on Bridge Way North, east of Fremont Avenue. Construction could begin this summer.

The series of projects started when the city got a \$150,000 federal "hazard elimination" grant to make Bridge Way North, near the on- and off-ramps for the Aurora Bridge, safer for pedestrians.

Bridge Way is now 58 feet wide - enough for four or five lanes - with only a yellow stripe down the middle. A couple of blind turns make crossing the high-speed arterial especially hazardous.

With its small grant, SDOT proposed some modest changes at the ramps.

"The community said loud and clear that we needed to take a more comprehensive look at those improvements in the context of the larger corridor," said SDOT project manager Mary Pfender.

SDOT got a grant from the Transportation Improvement Board that allowed it to expand the scope of pedestrian improvements and do more to address the traffic snarls that are likely to form when the Fremont Bridge is under construction. Two of the bridge's four lanes will be closed for nine months starting in March 2006, and the bridge will be closed completely on 15 weekends. The Burke-Gilman Trail beneath the bridge will be closed for 18 months starting this summer.

The end result is a much more ambitious series of projects that SDOT says will greatly help both pedestrian and traffic safety in the densely populated urban village.

New and upgraded traffic signals will be coordinated from Phinney Avenue North to the north side of Queen Anne.

Bridge Way will have a center turn lane, a landscaped median and safer pedestrian crossings.

But the Fremont Neighborhood Council remains concerned that the new signals will increase cut-through traffic on North 36th Street and that a new bicycle lane on North 34th Street near the Burke-Gilman Trail is being overlooked.

"It's part of the project, just like the traffic calming on 36th," said Toby Thaler of FNC. "They gotta do it at the same time."

Traffic calming at three locations on North 36th Street is not part of the TIB-funded project but appears to be on track through a separate, neighborhood-matched project fund. While the neighborhood council and cycling advocates want a permanent westbound bike lane on North 34th Street, WSDOT proposes to add only a temporary lane during the closure of the Burke-Gilman Trail.

To avoid burdening the neighborhood with too much construction at once, SDOT aims to finish its circulation improvement work before the above-deck portion of construction on the Fremont Bridge begins in spring 2006. —

It also hopes to beat the opening of a new QFC supermarket on Stone Way North next fall.

"There are a lot of things that have to come together," said Pfender.

Ione, Metaline win sidewalk grants

IONE - The Washington State Transportation Improvement Board has awarded sidewalk improvement grants to the towns of Ione and Metaline. These funds will allow construction on sidewalks along State Route 31.

Ione's project, valued at \$100,000, will allow construction of sidewalks along both sides of the highway (2nd Avenue) from Houghton Street to Blackwell Street. There also will be a traffic island built in front of the grocery store.

Metaline's project, valued at \$94,000, will allow construction of a sidewalk along the west side of Highway 31 between Town Hall and Metaline Street, along the ball field.

TIB's Director Steve Gorcester said these grants are the results of community planning efforts in North Pend Oreille County, where the public made their project priorities clear.

He said TIB pays up to 100 percent of the cost for towns with populations of 500 and under because any matching funds likely would have to come out of street maintenance.

TIB awarded grants valued at \$70.3 million to 64 agencies at its Nov. 19 meeting in SeaTac. The grant funding comes from the revenue generated by 3 cents of the statewide gas tax as dedicated by

the Legislature to TIB projects.

The board awarded nearly \$8 million to 11 local agencies in Eastern Washington. Deer Park received \$500,000 for a \$769,541 project on East C and D streets.

"This is a productive use of tax dollars that will help alleviate local traffic congestion, add sidewalks and reconstruct failing streets in urban areas and small cities," Board Chair Bill Ganley said.

The Legislature created the TIB to foster state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the board and usually requires local financial participation.

During 2004, local governments across the state completed or are currently building about 500 projects funded in part by TIB grants.

The Journal of Business

From Our Special Reports

The issue dated January 13, 2005

Hayford to be widened near Airway Heights

Aggressive development is a sign of growth in area west of Spokane

By Rocky Wilson

A one and a half mile stretch of Hayford Road between U.S. 2 and the Spokane Raceway Park entrance is scheduled to be widened from two lanes to five this summer.

"With all the truck traffic and development along that road, there is no way we could not improve it," says Greg Wells, supervising technician for Spokane County.

The county expects to seek bids this spring on the \$3.6 million project, with construction to begin in May or June, says Wells. He estimates that the project will be completed by Oct. 15.

Nearly \$2 million of the cost will be paid by a grant from the Washington state Transportation Improvement Board, which announced approval for the project in November.

Another \$640,000 of the cost will be shouldered by developers as part of their county and state permit requirements to improve roads and sidewalks along land they are developing on that stretch.

The county also is seeking a federal grant to help fund more of the project, though whether the grant will be obtained is unknown, says Wells. He also says that any potential money left over from an estimated \$2 million Palouse Highway project planned for south Spokane County is earmarked for the Hayford Road project. The balance of the \$3.6 million cost will be the responsibility of Spokane County.

The five-lane thoroughfare will include bike paths on both sides and a sidewalk on the east side, says Wells.

A new signal system on U.S. 2 will be included as part of the project.

"It will make the whole area a lot safer," says Wells.

Granite Investments LLC, of Spokane, is developing a 30-acre shopping center at the northeast corner of Hayford and U.S. 2, and Cedar Summit Estates LLC, also of Spokane, is developing a 383-unit apartment complex just north of the center. A third major development, located to the east of Cedar Summit's apartments, is a planned 250-home development being built over the next eight years by Condon Homes, of Spokane.

At the southwest corner of the intersection of Hayford and U.S. 2, Alton's Tire & Automotive Inc. plans to open a new store, and MV Investments LLC, of Spokane, plans to open a strip center at the southeast corner that will include a drug store, a fast food restaurant, and a bank branch, says MV Investments' development partner Lowell McKee.

All contents copyright © Journal Of Business

Sequim: City budget riding highway to approval

2004-11-24
by JIM THOMSEN

SEQUIM – City administrators haven't navigated too much rough road on the way to readying the 2005 budget for passage next month.

A smooth final public hearing on the proposed spending plan sped through Monday night's City Council meeting.

But thanks to what's in the budget, just about everybody in Sequim will likely encounter rough roads in 2005 -- so they won't have to in 2006 and beyond.

An ambitious \$1.69 million schedule of municipal street construction and repairs highlights the \$15.48 million budget cleared by City Council members for final approval at the council's Dec. 8 meeting.

Street work was such a high priority for council members that they agreed to "draw down" \$1.3 million from the city's general fund to help cover the cost of the six projects they hope to start work on next year, City Manager Bill Elliott said Tuesday.

Whether all six will happen as planned in 2005 depends on winning as much as \$700,000 in grant money requested from the state Transportation Improvement Board.

The board allocates funds from 3 cents tax on every gallon of gasoline for road and street improvements throughout the state.

"We'll find out about those (grants) sometime in the first quarter of next year," Elliott said.

The six projects and their projected costs include:

- * Repaving West Fir Street from North Sequim Avenue to Fifth Street, \$750,000.
- * Designing, engineering and constructing a short connection of East Spruce Street between Sunnyside and North Sequim avenues, \$360,000.
- * Repaving Fifth Avenue, from Washington Street to Old Olympic Highway, \$278,000.
- * Purchasing a right of way for the east end of Brownfield Road, \$100,000.

The city hopes to construct the road between South Sequim and Third avenues.

- * Designing, engineering and constructing a roundabout at the intersection of North Sequim Avenue and Old Olympic Highway, \$88,000.

-
- * Repaving portions of Third Avenue between Washington and Fir streets, \$65,000.

The Centralia Chronicle - Dec. 1, 2004

Roundabout project still up in the air

MOCK CHEHALIS ROUNDABOUTS: Course set up Tuesday at SWW Fairgrounds

By Julia Nicholls

The Chronicle

The Chamber Way roundabout proposal seems to be moving forward, even though the Chehalis City Council has not accepted the Washington State Department of Transportation's design for the project. The council has received almost \$5 million in state and federal funding for the project.

The DOT and the Chehalis Public Works Department set up a life-size mock course at the fairgrounds yesterday from 9 a.m. to 4 p.m. The course drew only about a dozen cars and a few commercial trucks, including an 86-foot trailer with a flat bed and a 53-foot-long tractor trailer.

The DOT built the course to boost community comfort in how commercial trucks can maneuver roundabouts and to give residents a chance to try the roundabouts as well.

Please see **ROUNDABOUTS**, back page

Roundabouts

Continued from page A1

The DOT spent six to eight hours setting up the State Avenue course with three workers. Orange cones represented the two lane roundabout, which will connect State Avenue to Chamber Way. The workers also set up signs to point to Wal-Mart and Chamber Way.

"It's a big job because they were surveying each point to make sure the lanes were good enough for (a trucker's) turning radius," Public Works Director Tim Grochowski said.

The DOT presented a five-roundabout design to ease traffic on Chamber Way to the council in September.

The proposed project will cost \$4,950,000 and all money has been raised from grants. Federal funds make up \$3 million and the rest comes from the Washington State Transportation Improvement Board.

"I think the council's in favor of the roundabouts because dollar for dollar we'll get the best



Nick George / The Chronicle

Todd Mittge, WSDOT design engineer, films a truck driving around a mock roundabout at the Southwest Washington Fairgrounds Tuesday afternoon. The construction cones were placed to mimic a proposed roundabout at the intersection of State Street and Chamber Way in Chehalis.

bang for our buck," Chehalis Mayor Fred Rider said. "Obviously my first choice would be to replace the bridges, but we don't have the \$50- to \$80 million to do that."

The council had concerns with lane widths and truck apron grades at the September meeting. Aprons allow extra turning

room for big trucks and were originally designed with a 2 to 3 percent grade.

The DOT will present a modified design to the council sometime this month.

"We've changed some of the radiuses, the size of the roundabouts and we've adjusted the aprons so there won't be any sort

of a tipping problem," DOT Area Engineer Rich Hensley said.

An updated traffic signal system with new turn lanes was another option engineers considered, but such a system was less cost effective over the long run because it has a shorter service life. A new traffic signal system should last up to five years, while the roundabouts should last 15 to 20 years, Hensley said.

"Basically they handle traffic a lot better. There's no maintenance, you're not paying the electrical bills. Overall it's safer: you don't have to worry about T-bone crashes," Hensley said.

The DOT will set up a large public outreach to educate about how to use roundabouts if the proposal passes.

"We may have some more demonstrations," Hensley said. "Once we get the council's blessing, then we can proceed."

...

Julia Nicholls covers city government and health for The Chronicle. She may be reached at 807-8245, or by e-mail at jnicholls@chronline.com.

Chehalis City Council approves initial roundabout design

ROUNDABOUTS:

Construction expected to begin and end in 2006

By Julia Nicholls

The Chronicle

Cars sitting stagnant on Chamber Way during rush hour, combined with more than \$5 million pledged to support roundabouts created a proposal the Chehalis City Council couldn't refuse.

The council reluctantly approved the Washington State Department of Transportation's roundabout design Monday night, with Councilor Terry Harris voting against the proposal.

"This has been a hard issue for all of us," Mayor Fred Rider said. "We've all been approached by citizens with 'absolutely bid them' to 'no way in hells.'"

The roundabouts are expected to divert 15 percent of traffic use in the Chehalis Centralia Airport area, by allowing for free flow. City Engineer Mansoor Ghorbani hopes construction will begin and end in 2006.

"The roundabouts are the most desirable option in terms of engineering solution," Ghorbani said. "We need to increase the capacity of the roads and intersections and the roundabouts does provide that."

A few modifications

The DOT first presented the five roundabouts — at Louisiana Avenue, State Street, the north- and southbound Interstate 5 off-ramps and National Avenue — at a September council meet-

ing. Council members were concerned about the possibility of trucks tipping and accidents.

The DOT was asked to assess the apron cross-slope and conduct a field test and returned with a new design Monday.

The new design is flatter, wider and all roundabouts now have two lanes (parts of the roundabouts funnel into one lane). National Avenue only had one lane in the original proposal.

The aprons allow for extra turning room for commercial trucks and were originally designed with a 3 percent grade, which has been reduced to 2 percent. The tractor-trailer combinations take up both lanes when traveling through the roundabout.

Louisiana Avenue was also elevated by 2.5 feet to reduce the slope of the roadway.

The DOT held a mock roundabout test drive at the fairgrounds on Nov. 30 to show that trucks could maneuver the roundabouts. Mayor Rider said the drivers who attended are experienced and he is concerned that inexperienced truck drivers will have a harder time with the roundabouts.

"We will have a heck of a campaign to educate," Public Works Director Tim Grochowski said.

A few concerns

Harris admitted that if the council was split he would vote in favor of the roundabouts, but the traffic congestion needs to be addressed.

"I'm not convinced that this is going to be what's necessary. I just can't see them working and I do hope that I'm wrong," Harris said.

The life of the roundabouts will eventually wear out. Hensley said they should last 15 to 20 years, while Harris predicts 10.

"Ultimately what needs to be done is a four-way overpass," Harris said, which would cost more than \$20 million. The DOT is proposing to add a seven-lane overpass in about 20 years, which would have a signal in the middle and cost about \$56 million, according to Harris.

"I have a difficult time trying to understand how they think roundabouts are the end all be all and then they want to put a signal in later," Harris said.

His major concern is the safety of having roundabouts at the end of a freeway off-ramp, especially with crosswalks and pedestrians. He wants roundabout alert signs to be added into the design.

Rider said the council agrees with Harris' concerns.

"It's frustrating. We all agree with what he's saying and we don't say it because we'd all be saying the same damn thing," Rider said.

DOT Area Engineer Rich Hensley said signs are not a part of the original design phase.

"Right now we're focusing on getting the geometrics," Hensley said. He also said the roundabouts are designed for slow movement, which would protect pedestrians.

Pocketbook politics

Council members seem to agree that the roundabouts are the best option because of funding and the current need

at Chamber Way. The traffic flow on Chamber Way was given an "F" for failure by the DOT months ago. The rating halts the city from allowing new development, such as Home Depot, unless steps are being taken to change the current situation.

"This is an ability for the city of Chehalis to solve a very bad problem," Rider said.

Lewis County gave Chehalis \$675,000 designated toward road improvements in August. The Washington state Transportation Improvement Board provided almost \$2 million, and \$3 million in federal grants came in November. Local businesses have also provided funds. The end result is that all \$5.84 million needed for the project is available.

When asked if having the money available adds pressure, Harris disagreed.

"It's just the opposite. That's still tax money we had to pay. As far as I'm concerned if that money wasn't being used for us it could be used for other things," Harris said.

Rider said the money adds pressure because it must be spent on the project in order to attain it.

"If they give me the \$5 million, I'll put in turn lanes and bank \$4 million," Rider said. "But they won't let me do that. They mandate where you have to spend it."

...

Julia Nicholls covers city government and health for The Chronicle. She may be reached at 807-8245, or by e-mail at jnicholls@chronicle.com.

Des Moines celebrates Pacific Highway project

By **ANDREW FICKES**
BUSINESS REPORT STAFF

The City of Des Moines is known for its marina, its beautiful parks and its fine restaurants. For the longest time, however, people driving through the city may have never known they were there. Fortunately, that has changed.

During a rain-soaked celebration, the city recently unveiled its Pacific Highway South Redevelopment project at a ribbon-cutting ceremony on the corner of South 216th Street and Pacific Highway South. Plans for the project began in 1997 and construction began in August of 2003.

"We wanted to make Des Moines a destination point," Mayor Bob Sheckler said. "We wanted an attractive front door. There'll be no doubt in your mind that you've hit Des Moines."

"I'm excited" said Maiya Andrews, city project manager. "It's a great development for the city. The road will be safer and it will encourage people to come out to the downtown."

Andrews has been involved

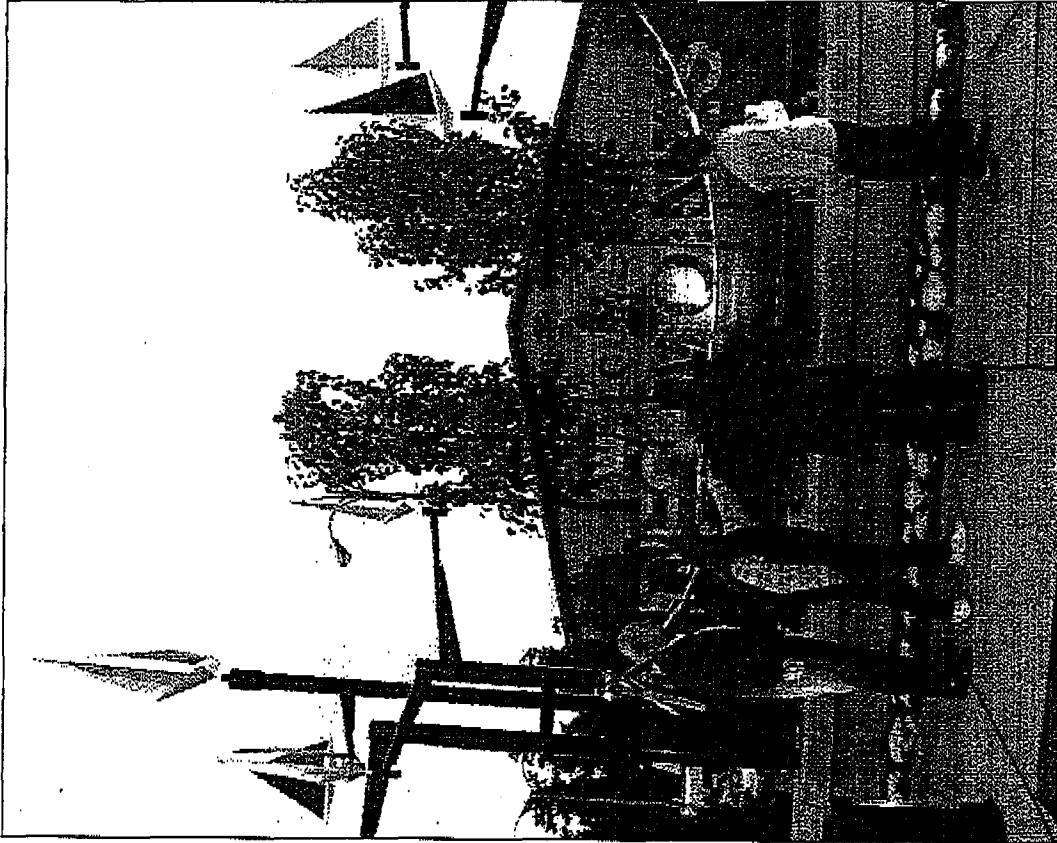
with the project since 2000. She hopes the project will bring to the city improved mobility, improved safety and reduced crime rates. Pedestrian lighting levels along the corridor have been increased nearly three times the prior levels. Andrews believes this will reduce crime in the area.

Improvements were made to a 1.1-mile corridor between South 216th Street and Kent-Des Moines Road. Des Moines is one of five cities in King County currently working on improvements to Pacific Highway South. The highway stretches 14 miles in King County between Tukwila, SeaTac, Des Moines, Kent and Federal Way.

The project's success was due in part to the prime engineering consultant, CH2M Hill of Bellevue; the prime contractor, Ceccanti, Inc. of Tacoma; Public Works Director Tim Heydon and City Project Manager Maiya Andrews.

Stevan Gorcester, executive director of the Washington State Transportation Improvement Board, described what used to be

DES MOINES, Page 6



BUSINESS REPORT / DAVID NELSON
Des Moines Mayor Bob Sheckler, center, cuts the ribbon to celebrate completion of the city's Pacific Highway South redevelopment project.

DES MOINES

■ From page 5

Pacific Highway South as an old 1950s highway designed for inner-city travel.

"It was kind of an inhospitable environment for pedestrians," Gorcester said.

"It was not pedestrian friendly," Sheckler agreed. "It was a very dangerous corridor. It was pretty difficult to cross between 216th and Kent-Des Moines Road."

Pacific Highway South at one time had inaccessible sidewalks, out-of-date signals, no wheelchair or bus access and no pedestrian lighting.

"Those were the kind of needs that cities in the 50s didn't get," Gorcester said.

The completed project now provides improved street lighting and pedestrian lighting, better bus access, wheelchair accessibility, signalized pedestrian crossings for improved safety, accessible sidewalks, and seven lanes of traffic and median strips for landscaping.

"This is actually a beautiful drive now," Douglas Grant, senior project manager with Ceccanti Inc., said.

At entry points to the renovation on South 216th Street and Kent-Des Moines Road, there are "Welcome to Des Moines" signs.



Des Moines Mayor Bob Sheckler

Erected above the signs is an array of wind-operated sailboats. The sailboats range in size from two feet to five feet tall. They also can be seen at the various bus zones along the corridor.

There is also a new storm drainage system that collects and conveys polluted roadway runoff to one of three new off-site storm water detention and treatment ponds. This system will improve water quality and reduce flooding in Barnes and Massey Creeks.

Another important improvement to the highway, Sheckler said, is better accessibility to businesses along the corridor. The newly designed corridor, he said, will entice and encourage economic growth and development.

Tony Piasecki, city manager, said that the city already has

"We wanted to make Des Moines a destination point. We wanted an attractive front door. There'll be no doubt in your mind that you've hit Des Moines."

Mayor Bob Sheckler

received many phone calls from prospective developers. One such developer is Walgreens, which has submitted an application to the city, he said.

Funding partners for the \$22.3 million project included the Washington State Transportation Improvement Board (TIB), the Federal Highway Administration, the Washington State Department of Transportation and King County Metro. TIB contributed \$4,524,456 to the project and has contributed a total of \$50 million to the entire Pacific Highway project in King County.

"It's an emphasis of ours to finish the entire 14-mile project," Gorcester said. "Our objective is to help local governments get capital projects built."

Sound Transit-led partnership delivers Eastside project under budget

December 16, 2004

In Bellevue it's called "Access Downtown." Regionally it's known as the "Bellevue Downtown Access Project." Whichever name you choose, it is virtually complete and an unqualified success – a public agency partnership delivering the Eastside's single largest transportation improvement project a year ahead of schedule and \$25 million under the baseline budget.

After three years of construction, the partnership – Sound Transit, the Washington State Department of Transportation, City of Bellevue, King County Metro Transit, the Federal Highway Administration and the Washington State Transportation Improvement Board – today celebrated the opening of the project that added a High Occupancy Vehicle (HOV) Direct Access Ramp from I-405 at NE 6th Street to the Bellevue Transit Center. Other major improvements include reconstruction of the NE 8th and NE 4th Street overpasses, the SE 8th Street interchange and numerous Bellevue city street projects which have combined to improve traffic flow into, out of and around Downtown Bellevue.

The baseline project budget was \$164.5 million and the original plan called for extensive closures of NE 4th and 8th Streets as well as I-405. Through a creative bid process, strong partnership and outstanding contractors, the current working budget is \$139 million. Many of the planned closures were eliminated or shortened, disruptions to commerce, services and traffic in Downtown Bellevue were minimized and the entire project was completed a year ahead of the baseline schedule.

"This is an incredibly important project for the region," said Sound Transit Board Chair and Pierce County Executive John Ladenburg. "It will improve the speed and reliability of transit, create a better flow of all traffic on I-405 and provide better access to downtown in the Eastside's largest city."

"Beyond that," added Ladenburg, "Sound Transit and WSDOT added to our growing knowledge of how to deliver large and complex projects on time – even ahead of time – and under budget."

"This is the way we aim to complete every project," explained WSDOT Transportation Secretary Doug MacDonald. "I'm proud of the project team and our partners for their creativity and hard work in delivering this project ahead of schedule and under budget."

The Bellevue Downtown Access project connects the city's downtown to Sound Transit's growing regional mass transit system. That means Bellevue-bound commuters – as well as carpools and other HOV's -- will have faster, easier access into and out of downtown via I-405. The new HOV ramp will handle 177 bus trips each weekday.

More than 15 years went into local planning for improved access to downtown Bellevue. With financial resources and the regional perspective Sound Transit brought to the partnership, the Access Downtown project made it from the drawing board to reality.

"It's not every day that government agencies get to announce such good news -- completion of a major construction project, a year ahead of schedule and \$25 million under budget," said Bellevue Mayor Connie Marshall. "To top it off, Access Downtown is wrapping up before the holidays. The opening of the new NE 6th Street ramp is a perfect holiday gift to our community."

Update to the Sound Transit Board

From Joni Earl, Sound Transit Chief Executive Officer

Dec. 17, 2004

Bellevue Direct Access opens

More great news this week. On Thursday, we celebrated the opening of the very successful Bellevue Downtown Access Project. This project, which was a showcase of public agencies working together, delivered the Eastside's single largest transportation improvement project a year ahead of schedule and about \$25 million under the baseline budget.

On Thursday the partnership – Sound Transit, the State Department of Transportation, City of Bellevue, King County Metro Transit, the Federal Highway Administration and the Washington State Transportation Improvement Board – celebrated the opening of a HOV direct access ramp from I-405 at NE 6th Street to the Bellevue Transit Center. Other major improvements in the Bellevue Access Project include reconstruction of the NE 8th and NE 4th Street overpasses, the SE 8th Street interchange and numerous Bellevue city street projects, which have combined to improve traffic flow into and out of downtown Bellevue.

Photo of the week

Our photo of the week comes from the opening of the Bellevue Downtown Access Project.

<http://www.soundtransit.org/newsroom/photo/>

Spokesman Review - Jan. 19, 2005

SRTC: Valley couplet traffic flow to drop

Projections over next 20 years may jeopardize possible extension

Megan Cooley
Staff writer
January 19, 2005

The debate over expanding the Sprague-Appleway couplet in Spokane Valley has seesawed for years, but most of the players assumed the corridor needed room for ever-increasing numbers of cars.

The Spokane Regional Transportation Council (SRTC) recently weighed in on a proposal to extend the couplet eastward, though, and its projections say traffic flow will drop on Sprague during the next 20 years. That puts hopes to lengthen Appleway, the south leg of the couplet, in jeopardy.

Using traffic modeling software, the SRTC predicts traffic volume on Sprague will drop to about 800 vehicles per hour in 2025. Spokane Valley Public Works Director Neil Kersten said the road gets 1,400 vehicles per hour now. Improvements to Interstate 90 and more business activity on north-south roads such as Sullivan could be contributing to the SRTC's belief that travel on Sprague will decrease, he said.

SRTC transportation manager Glenn Miles wrote in a Dec. 21 letter to the city that the seven lanes on the portion of Sprague east of the current couplet will be adequate for the future.

But city staffers think the SRTC's numbers are flawed.

"It has been frustrating because it's been over a year since we started this," Kersten told the City Council. "We had really good community support for where we were going."

David Evans & Associates Inc., a Spokane-based engineering firm, is studying traffic for the city. Kersten said it has found several missing roads in the SRTC's software and that the model didn't account for recent growth in the south and east ends of town.

The confusion comes after the council thought it finally understood how Spokane Valley citizens felt about the couplet.

if you go

Town meeting

The Spokane Valley City Council will hold its quarterly Conversation with the Community at 6 p.m. tonight at the Sports USA complex, 19619 E. Cataldo Ave. The town-meeting style event is an opportunity for citizens to interact with elected officials.

The Sprague-Appleway couplet has been a source of controversy since it opened in 2000. Some businesses on the Sprague side blame it for declines in sales. As a two-way road, Sprague was the commercial corridor for the Valley. Now homebound, evening traffic heads east on Appleway, and the businesses on westbound Sprague see morning commuters, who aren't as likely to stop and shop.

Still, a survey last year showed that the public supported keeping the couplet as two one-way roads and extending it east. Sixty-nine percent of 400 citizens surveyed agreed that the couplet has been a "useful improvement." The same percentage said converting Sprague back to two-way was a bad idea. Between 56 and 70 percent supported extending the couplet east to Sullivan in one form or another.

Some citizens have said, though, that decisions about building a city center and reeling in urban sprawl should be made before action is taken on the couplet. ECONorthwest, a consulting firm, told the city that land use should drive transportation decisions.

"It's the comprehensive land-use plan and the ECONorthwest study that matters," Sprague business owner Dick Behm said Tuesday. "Then the traffic follows."

Regardless, the city would need the SRTC's OK to fund the couplet extension. The Washington state Transportation Improvement Board, which has \$4.2 million set aside for the project pending the SRTC's nod, had given the city until last month to complete its plans.

Kersten said he thinks the board will be flexible with that deadline.

"This is way beyond our control," he said.

Concrete's street renovation sparks growth in area businesses

By Brooke McKenzie, Staff Writer

CHAGIT COUNTY
BUSINESS PULSE
JAN. 19, 2005

CONCRETE n Joanne Oversby makes a blended mocha to die for. Or so she's told.

She's been making espressos at A Cup Above in Marblemount and Another Dam Coffee Shop in Grand Coulee for several years. She opened JoJo's Diner in Concrete Nov. 15.

Oversby is not the only business opening in Concrete. Since the road and sidewalk renovation, businesses have sprung up around town.

JoJo's is a family operation, and is open from 6 a.m. to 4 p.m. Monday through Sunday.

"I wanted a place for kids to come after school for a few hours," Oversby said. "Some place for kids to go and have a good time."

Her nephew, Joel Oversby is one of her cooks. Their specialties include homemade French fries and hash browns.

"People are very excited that we're here and open," she said. "Concrete needs more breakfast places."

D'Apples Books and More opened recently in downtown Concrete in a 400-square-foot space. Diana and Michael Apple have lived in Concrete six years and said they thought the town needed a bookstore.

"The town is opening up and it's coming alive," Diana Apple said.

The couple hope to have a little bit of everything including educational materials, limited office supplies, puzzles, magazines, reference books and gift items.

Best friends Adria Bower and Amanda Elder are in the process of purchasing Perks from their employer. The two have always wanted to own a coffee stand.

"I'm glad to see more businesses come to Concrete," Bower said. "It's giving people more options that they don't have to go so far to get."

John Burmaster plans to open Baker River Woodworks in the spring in the former Concrete Department Store building. He lives in Darrington and builds traditional furniture.

"The building suited me," he said. "It looked to me like an area that would grow. My business should draw people from around the state. We need to get some good restaurants and a marketing scheme going."

Tim Coolley is renovating the former Old Baker Grill, which had burned in a fire. Coolley, originally of Mississippi, plans to open Cajun and More in June. He hopes to bring in a micro brewery and serve hush puppies and Cajun-style catfish.

"Concrete is going to grow and I want to be on the forefront," he said. "We have new streets and (growth) will take some personal investments from everyone and I want to do my part."

Renovation of the Henry Thompson Bridge crossing the Baker River was completed this summer, and the \$1.2 million Main Street reconstruction project was completed recently.

Tammy Haight moved her business, Country Corral feed store, from downtown to a location on State Route 20 near Albert's Red Apple Market. Her business is picking up in the new location, with a lot of people coming in that did not know her business had been located downtown.

Four new businesses have moved in or changed hands in Grassmere Village complex including Curves, a pet grooming business, Tammy's Computer and an antique store.

Curves had opened in Sedro-Woolley and there were so many women coming down from upriver, that they opened Oct. 11.

"We think (the new businesses) are great," said Concrete Chamber of Commerce Board Member Ember LaBounty. "Everyone is still kind of in shock. Getting the streets done was major. With the new bridge and the new street, I'm hoping we can get more (community) pride and get rid of the old feelings and bring in new."



Emergent Nature Policy January 28, 2005

BACKGROUND

At the November 2004 Board meeting, staff was requested to provide a historical overview of the emergent nature policy. The Transportation Improvement Board's emergent nature policy was developed in the early 1990's to allow the Board to select projects outside of the annual priority array selection process. Before consideration by the Board, the requesting agency must demonstrate that the need for the project was the result of new developments in the area and was not anticipated when the agency prepared its current six-year construction program. The local agency must present evidence demonstrating a change in the traffic generators, the project reduces traffic congestion, and the need for the project could not have been reasonably anticipated. In March 2000, the policy was revised to allow the Board to waive these requirements if the project is a significant component of the State's transportation system. Before presentation to the Board, projects are compared against the most current priority array to ensure projects are competitive and meet threshold requirements.

STATUS

The policy has been used sparingly since its adoption. Less than one percent of the projects funded by the Board since the policy was adopted have been selected using the emergent nature policy. The staff routinely declines emergent nature requests that do not appear to meet the standards or can reasonably wait for a regular grant cycle. The following projects were selected for funding using the emergent nature policy.

Selected	Lead Agency	Project	Justification	TIB Funds
1996	PIERCE COUNTY	DuPont/Intel Traffic Mitigation	The TIB provided funding to modify the existing I-5 exit 119 interchange. Improvements included a signal at Dupont-Steilacoom Road and Center Street as interim access improvements to the Intel site.	2,983,962
1996	CAMAS	NW Parker Street Extension	The TIB funded an extension of Parker Road to serve the new Wafertech Semiconductor manufacturing plant.	1,078,245
1998	BENTON COUNTY	Bowles Road	The project reconstructed Bowles Road into a year-round arterial connecting the Port of Kennewick Finley site to SR 397. This allowed Columbia Colstor to continue operation and potentially expand at the site.	412,269
1998	WILBUR	South Division Street	The TIB provided funding for the emergency repair of the roadway resulting from a water main break.	19,797
2001	BURIEN	Maplewild Avenue SW	The roadway was damaged during the 2001 Nisqually Earthquake. TPP funds were provided to offset half of the \$800,000 required to match federal funds available for earthquake repairs.	383,536
2005	GRANDVIEW	Grandridge Road	The signal at the intersection of Grandridge Road and West Second Street was damaged by a corn truck driven by an unauthorized driver.	187,500
TOTAL				5,065,309



Updating the TIB Balanced Scorecard January 28, 2005

BACKGROUND

The Balanced Scorecard (BSC) method of strategic planning was chosen to facilitate TIB's core value of project delivery. By focusing on project delivery, there was a need to maintain a balanced approach between customers, finances, and the value and benefit of TIB's programs. The BSC Framework was chosen because there was a need to clarify and translate vision and strategy. The Balanced Scorecard recognizes the competing elements faced by an organization and allows the organization to plan, set targets, and align strategic initiatives. The goal is to achieve strategic alignment from top to bottom.

The following is a summary of the Balanced Scorecard Framework used by the Board.

Summary of Balanced Scorecard Framework

1. External/internal assessment to identify "SWOT" (Strengths, Weaknesses, Opportunities and Threats)
2. Strategic analysis to identify and prioritize major issues/goals
3. Design major strategies to address issues/goals
4. Review strategies and their cause and effect
5. Design/update mission statement
6. Establish action plans (objectives, roles and responsibilities for implementation)
7. Record issues, goals, strategies, updated mission, and action plans in a Balanced Scorecard document, and attach SWOT.
8. Conduct the organization's year-one operations
9. Monitor/review/evaluate/update the Balanced Scorecard document

STATUS

The Transportation Improvement Board's Balanced Scorecard provides answers to key strategic and management questions. It takes elements from the Board's strategic direction and organizes the information in a way that focuses attention on key areas and elements needed for successful strategic management. The scorecard becomes an executive summary of the strategic plan, translating strategy into operational objectives that drive behavior and performance.

A successful BSC needs to develop thorough answers to these critical questions:

- **Where do we want to be?** Vision statements, goals, objectives, and performance targets provide the answer.
- **Where are we today?** Mission statements, statutory references, measures of current performance, and assessments of the external environment, customers, partners, risks, and internal resources describe the current state.
- **How do we intend to close the gap between where we are and where we want to be?** Performance measure analysis, strategies, and the financial plan identify the gap and the preferred ways to close it.

The last update to the TIB Balanced Scorecard was in 2002. TIB's strategic planning process calls for a review of the plan as conditions change.

Strength, Weakness, Opportunity, and Threats Analysis (developed in 2002):

Strength	<ul style="list-style-type: none"> • Technical staff • Customer service • Administrative staff • Low overhead • Quality projects • Small city program • Independent decision making • Competitive process • Targeting growth needs 	<ul style="list-style-type: none"> • Continuous criteria improvement • Support economical development • Open and deliberate • Diverse perspective on board • Grant makers, not owners • Minimal red tape • Accept increases for projects • Make up of board, staff, transportation expertise
Weakness	<ul style="list-style-type: none"> • not well understood • inadequate funding • trouble saying no • tied to politics • vulnerable due to small agency • don't control project delivery 	<ul style="list-style-type: none"> • no way to measure or evaluate success • soft touch • too much demand, not enough money • no control over regulatory barriers • limited types of projects we can fund • lack of rural county program

Opportunity	<ul style="list-style-type: none"> • more revenues from gas tax • leveraging TIB money to get other money • expand scope and type of projects • fewer bigger projects • partnering with other agencies • tell our story • different, more, better, quicker • reauthorization of TEA-21 • recommend ways to streamline process 	<ul style="list-style-type: none"> • rewards for meeting timelines • creating public image and educating public • build on our relationships with legislators • consolidation • board members to hill (proactive) • regain multimodal
Threats	<ul style="list-style-type: none"> • consolidation (elimination) • loss of funding • project inflation takes away purchasing power • regulatory burden increases • no match from local communities due to current economic situation 	<ul style="list-style-type: none"> • being ignored • budget cuts • program cuts • uncontrolled increases • aging/delayed projects • unable to keep up with need

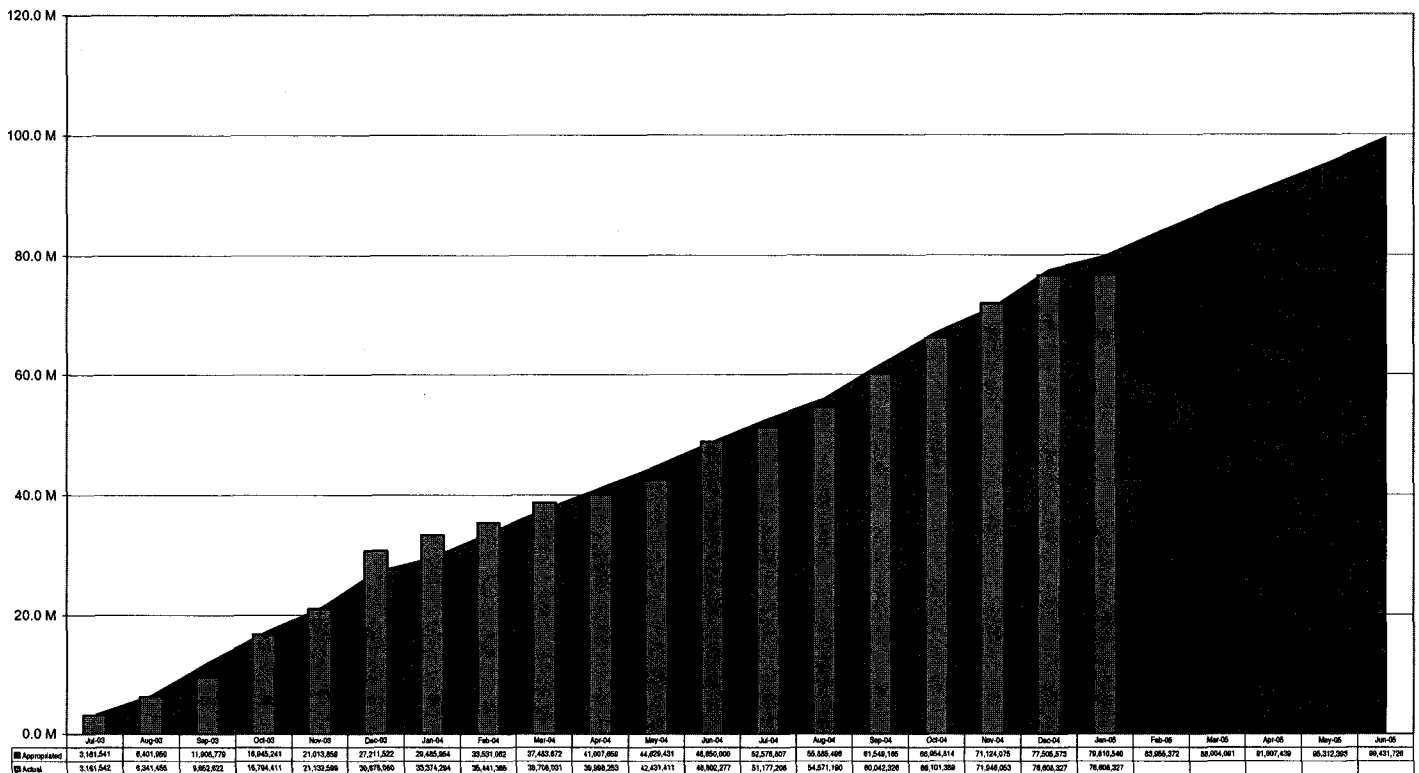
RECOMMENDATION

Staff recommends placing a detailed strategic plan review on the March agenda.



Urban Arterial Trust Account (UATA) Appropriated vs. Actual Expenditures

2003-05 Urban Arterial Trust Account (UATA)
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Arterial Improvement Program	58,676,957			
City Hardship Assistance Program	1,476,945			
Pedestrian Safety and Mobility Prog.	3,028,126			
Small City Program	13,426,299			
UATA TOTAL	76,608,327	99,201,000	22,592,673	6,015,548.78

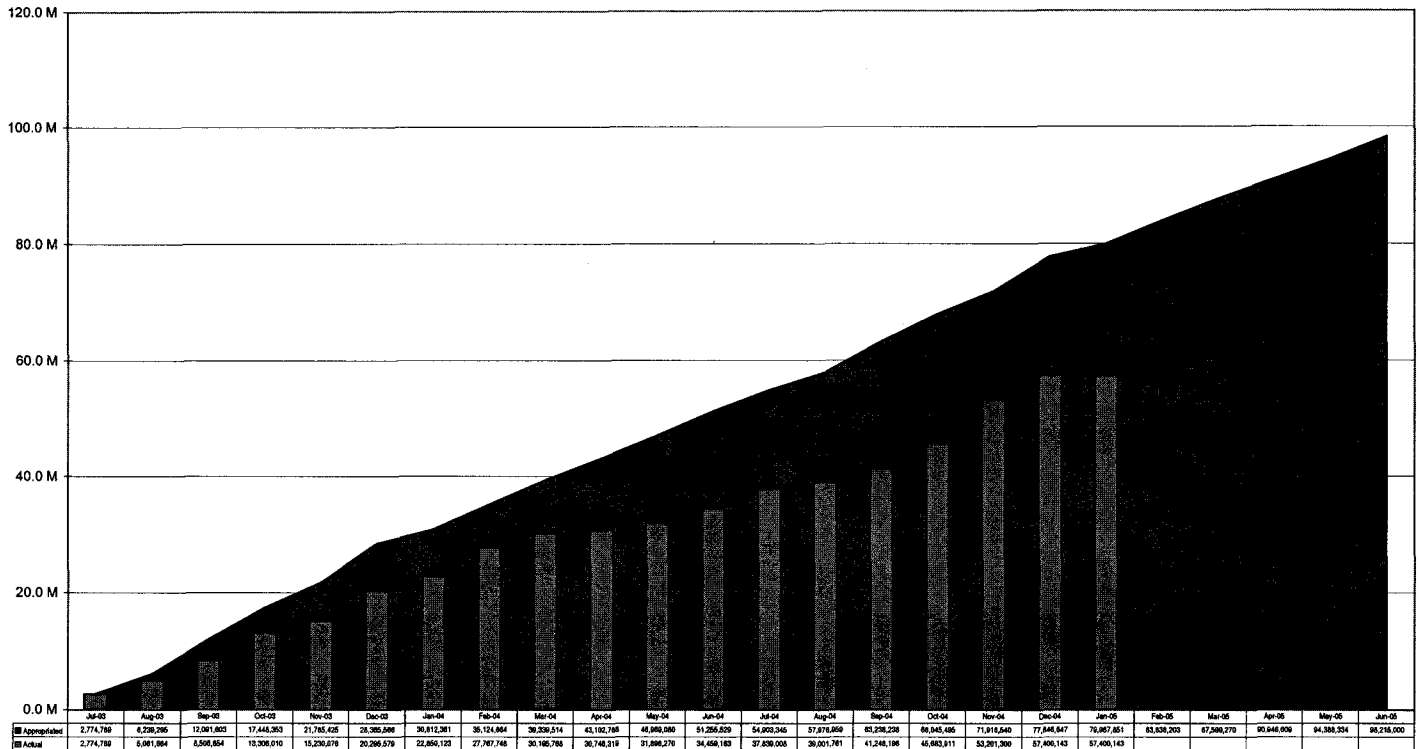
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,201,000 for the Urban Arterial Trust Account.
- Ending 2001-03 Appropriation balance for the UATA is \$221,653.
- TIB's Capital Appropriation is managed using the cash method of accounting.



Transportation Improvement Account (TIA) Appropriated vs. Actual Expenditures

2003-05 Transportation Improvement Account (TIA)
Transportation Partnership Program (TPP)
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Transportation Partnership Program	57,400,143	98,215,000	40,814,857	
TIA TOTAL	57,400,143	98,215,000	40,814,857	16,894,314.95

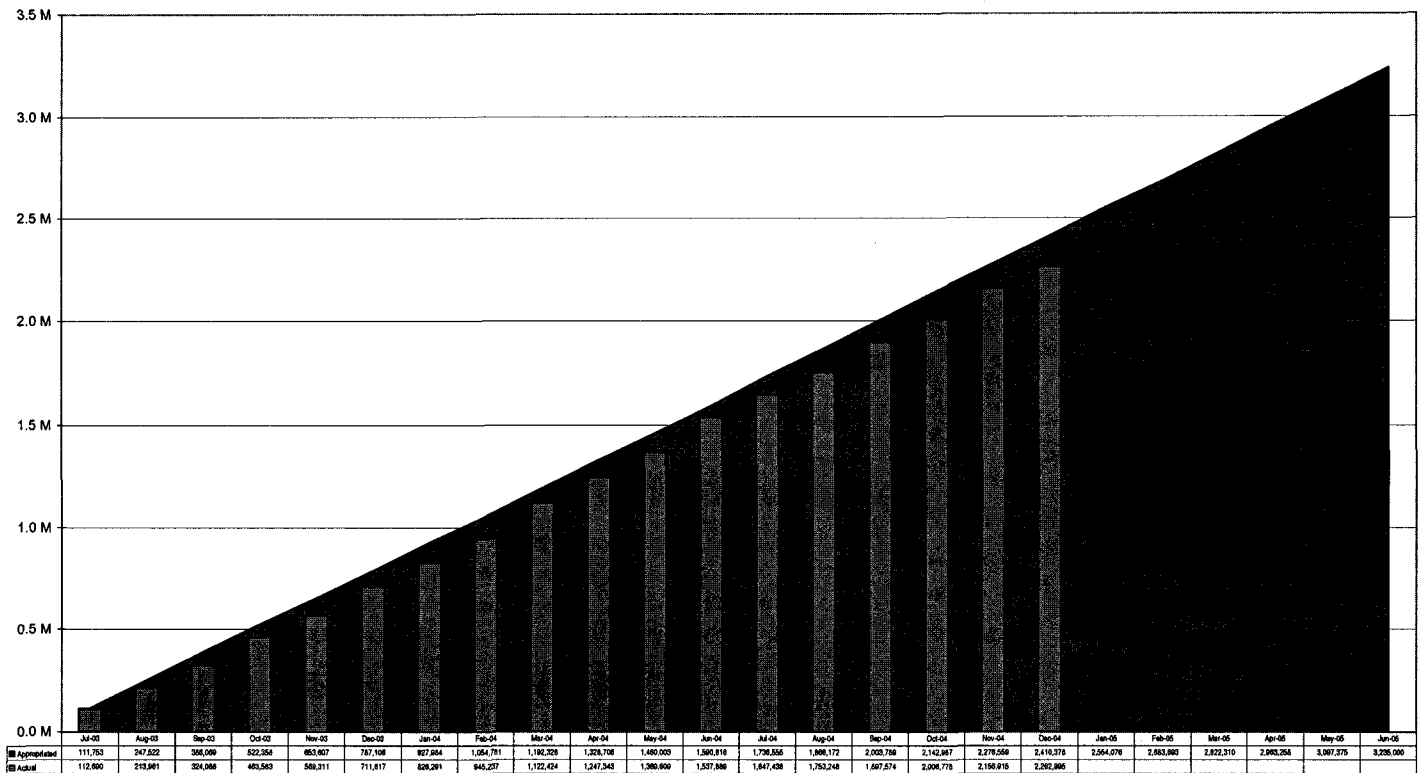
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,215,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344.
- TIA has \$13,955,000 in bond authority remaining (RCW 47.26.500).
- \$10,358,990 in bond proceeds in July 2003
- TIB's Capital Appropriation is managed using the cash method of accounting.



Administrative Expenses Appropriated vs. Actual Expenditures

2003-05 Administrative
Expenditures



Account	Expenditures	Appropriation	Appropriation Balance
UATA	1,131,506.36		
TIA	1,131,488.31		
ADMINISTRATION	2,262,994.67	3,235,000	972,005.33

A – Salary and Wages	1,476,832.13
B – Employee Benefits	279,839.46
E – Goods and Services	381,010.73
G – Travel	88,193.45
J – Capital Outlays	37,118.89
ADMINISTRATION TOTAL	2,262,994.66

Notes:

- TIB's 2003-05 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Ending 2001-03 Appropriation balance for Administrative expenses was \$84,308.27.
- TIB's Operating Appropriation is managed using the accrual method of accounting.



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2004 to 12/31/2004

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
AIP Program							
8-5-006(027)-1	CLARK COUNTY	NE Fourth Plain Blvd	Contract Completion	CC	2,852,363	0	Director
8-5-006(033)-1	CLARK COUNTY	NE 76th Street (Construction Only)	Contract Completion	CC	795,488	77,207	Director
8-3-161(006)-1	EAST WENATCHEE	8th Street NE	Contract Completion	CC	989,636	18,988	Director
8-4-183(003)-1	GRANDVIEW	Grandridge Road	Design	DE	22,500	0	Board
8-1-101(141)-1	SEATTLE	Downtown CBD Signal Controllers	Contract Completion	CC	1,627,080	-15,600	Director
8-1-101(143)-1	SEATTLE	35th Avenue SW	Audit	CC FV AD	2,746,092	0	Director
8-1-031(011)-1	SNOHOMISH COUNTY	39th Ave Realignment (Construction Only)	Audit	CC AD	966,804	0	Director
8-3-160(021)-1	WENATCHEE	Wenatchee Ave (SR 285)	Contract Completion	CC	280,000	1,877	Director
8-4-172(009)-1	WEST RICHLAND	SR 224	Bid Award	BA	574,828	-7,068	Director
8-4-039(018)-1	YAKIMA COUNTY	Tieton Drive	Audit	CC FV AD	1,821,182	44,700	Director
Total AIP Change					120,104		
CHAP Program							
7-2-826(001)-1	SEQUIM	Washington Avenue	Contract Completion	CC	1,497,418	-40,282	Director
Total CHAP Change					-40,282		
PSMP Program							
P-P-115(P01)-1	CLYDE HILL	98th Avenue NE	Construction	CN	100,000	0	Director
P-P-127(P01)-1	GIG HARBOR	Skansie Avenue	Contract Completion	CC	67,855	0	Director
P-E-897(P04)-1	MEDICAL LAKE	Barker and Lefevre Streets	Audit	CC FV AD	106,920	5,154	Director
P-P-135(P02)-1	RUSTON	Various Locations	Audit	CC FV AD	67,560	8,438	Director
P-E-179(P01)-1	SUNNYSIDE	Lincoln Avenue	Construction	DE CN	150,000	0	Director
Total PSMP Change					13,592		
SCP Program							
6-E-893(I02)-1	AIRWAY HEIGHTS	SR 2 Sidewalks	Audit	FV	25,000	0	Director
6-E-930(002)-1	CLE ELUM	First St	Audit	FV AD	312,043	0	Director
6-E-902(005)-1	COLVILLE	West First Ave	Contract Completion	CC	276,691	0	Director
6-E-859(001)-1	GRAND COULEE	Burdin Boulevard	Contract Completion	CC	324,033	-4,778	Director
6-E-943(002)-1	MOXEE	Postma Rd	Audit	FV AD	403,120	0	Director
6-E-944(003)-1	NACHES	Old Naches Highway	Design	DE	0	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2004 to 12/31/2004

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-963(004)-1	NAPAVINE	Washington Street & 2nd I/S	Construction	CN	36,234	8,456	Director
6-W-963(005)-1	NAPAVINE	Washington Street Signal	Construction	CN	29,139	6,917	Director
6-P-804(005)-1	NORTH BEND	North Bend Way	Design	DE	80,390	0	Director
6-E-855(003)-1	REPUBLIC	Clark Avenue	Audit	CC FV AD	329,868	37,608	Director
6-E-845(002)-1	RITZVILLE	Pioneer Plaza Washington Street	Audit	CC FV AD	11,254	119	Director
6-W-832(001)-1	SKAGIT COUNTY	Main St Road Improvement (DN Only)	Audit	CC FV AD	32,463	0	Director
6-E-867(002)-1	WILSON CREEK	Railroad/4th/Sprague Street	Audit	CC FV AD	921,430	0	Director
Total SCP Change					48,322		
TPP Program							
9-P-138(008)-1	EVERETT	Evergreen Way (SR 99) HOV Lanes	Audit	CC FV AD	374,767	48,883	Director
9-P-106(008)-5	KENT	South 228th St	Bid Award	BA	1,499,575	-1,525	Director
9-P-017(021)-3	KING COUNTY	South 272nd Street	Contract Completion	CC	233,680	-2,727	Director
9-E-032(010)-2	LIBERTY LAKE	Harvard Rd Pedestrian Overcrossing	Bid Award	BA	755,876	97,181	Director
9-P-140(003)-1	LYNNWOOD	SR 99, Stage 1	Audit	FV AD	3,213,706	0	Director
9-P-031(006)-4	MILL CREEK	SR 527	Contract Completion	CC	1,879,106	0	Director
9-E-881(001)-1	OKANOGAN	Oak Street Bridge	Contract Completion	CC	669,730	549	Director
9-W-195(005)-1	OLYMPIA	West Bay Dr & Harrison Ave/Olympic Way	Contract Completion	CC	735,640	59,182	Director
9-P-101(003)-1	SEATTLE	South Spokane Street-Lower Roadway	Audit	CC FV AD	65,056	-33,480	Director
9-W-029(001)-1	SKAGIT COUNTY	SR 20 / S March's Point Rd I/S Impr.	Audit	CC FV AD	560,779	0	Director
9-W-126(001)-1	SKAGIT COUNTY	Cook Road	Audit	CC FV AD	819,788	0	Director
9-P-031(002)-5	SNOHOMISH COUNTY	164th Street	Audit	CC AD	4,263,550	0	Director
9-P-031(010)-1	SNOHOMISH COUNTY	35th Avenue SE	Audit	CC FV AD	1,671,331	-2	Director
9-P-138(001)-4	SNOHOMISH COUNTY	112th Street	Audit	CC FV AD	4,510,018	0	Director
9-P-138(002)-4	SNOHOMISH COUNTY	SR 525 / Paine Field Blvd	Audit	FV AD	4,269,631	0	Director
9-E-032(016)-1	SPOKANE VALLEY	SR 27/Mansfield Ave	Design	DE	571,112	0	Director
9-P-116(006)-1	TUKWILA	So. 180th St. Grade Separation	Audit	CC FV AD	6,424,132	-203,546	Director
Total TPP Change						-35,485	



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2004 to 12/31/2004

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
Total Change						106,251	

PND - Pending	CC - Contract Completion
PD - Pre-design	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	